

# THE Commercial & Financial CHRONICLE;

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.

A WEEKLY NEWSPAPER,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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### THE FISCAL REPORT FOR 1866.

The official report which we publish elsewhere, of the transactions of the National Treasury during the last fiscal year, is the most gratifying that has been prepared for several years. And this in two especial points of view. First, the expenditure has been less than was expected; and secondly, the income has been much greater than was expected.

As to the expenditure, Mr. McCulloch in his annual report to Congress last December estimated the amounts required in 1865-6, for the War and Navy departments, at 473 millions and 51 millions respectively. The amount actually wanted has only been 284 millions for the War Department, and 43 millions for the Navy, making together an expenditure of 327 millions instead of 524 millions. The war and navy departments together have cost the nation during the last six years almost 4,000 millions. This amount was

expended as follows: in 1861, 35 millions; in 1862, 437 millions; in 1863, 662 millions; in 1864, 776 millions; in 1865, 1,153 millions, and in 1866, 327 millions. It is one of the most extraordinary facts recorded in the financial annals of modern nations that, notwithstanding the prodigious strain on our resources in men and money incident to a war of such colossal dimensions and of such protracted duration, we were able to raise during the last year of hostilities no less a sum than 1,800 millions of dollars. This amount, the expenditure of which was essential for the conservation of the National life and for the vindication of our National Unity, we obtained without resort to any foreign loan; for gold was wildly fluctuating at a very high premium, and U. S. bonds were quoted in Europe below 50 cents on the dollar. Such a triumph of financial strength has never been paralleled, and while it shows us the magnificent extent of our resources, it illustrates the principle which is confirmed by our whole history, that however great the crisis, however crushing the trial which comes upon us as a nation, we never fail to shake off our lethargy, develop our strength, and rise to the level of the duty, the self-sacrifice, the exertion required to make us masters of the situation. Providence has evidently set up this young imperial giant of a nation that he might give the world unknown and unanticipated proofs of the vitality, the recuperative power and the elastic energy of free peoples and of free institutions.

But let us now turn, secondly, to the revenue of the past year, which, as we have said, has exceeded what was believed possible. Mr. McCulloch estimated the receipts from customs at 147 millions. The actual amount is 179 millions. From internal revenue, he thought we might get 271 millions; we have actually collected 309 millions. Our aggregate annual revenue, exclusive of loans, was 556 millions instead of the anticipated 467 millions. And among the great charms of this exhibit is the fact that our National industry has not shown any very positive signs of serious injury from the sudden pressure of such a prodigious weight of taxation on the productive machinery of the country. Our material prosperity seems at present to be unimpaired, and there are indications that, as a people, we are richer to-day than ever we were, in all such items of National wealth as are usually enumerated in the census reports.

The rapid growth of our government revenue has satisfactorily proved the tax capacities of this country, and has forever put to silence the cavils of the croakers at home and abroad who questioned our ability to pay, or our willingness to submit to, excessive fiscal demands. Last year we raised from cus-

toms and internal revenue an aggregate of 488 millions. In 1865 the amount from both sources was 294 millions; in 1864, 213 millions, and in 1863, 106 millions. It may fairly be doubted, however, whether it will be proper to continue our internal tax system at precisely its present dimensions. Several of the taxes are very oppressive to the people, and cost us much more than finds its way into the Treasury. And although the people at large do not feel severely the mischief that some of these taxes are working, still an increasing number of individuals may be suffering without their complaints having as yet found a voice capable of reaching the ear of the general public.

There is another important point which we should not pass by in our review of the financial year. We mean the diminution of the debt, and the consequent easing up of the pressure it exerts on our monetary resources. In July, 1865, the aggregate of the debt was 2,682 millions, and the expenses of the following year Mr. McCulloch estimated would so far exceed the revenue as to raise the aggregate to 2,794 millions. Here, then, we have again a very satisfactory state of things; for the real amount of the national debt, on the 1st of July, 1866, was less than 2,680 millions, or 114 millions less than we had calculated on. The effect on the public credit, produced by so vigorous and gratifying a liquidation of the indebtedness of the Treasury, it is impossible to overestimate. These facts and many more of a like kind, which we have not space to detail, help us to understand why it is that those speculators whose policy it has been to "bear" Government securities have for some years past lost money, while those whose confidence in our financial future has led them to act in the opposite direction have, almost without exception, been prosperous. A striking instance of the faith of the people in the Government credit was afforded on Thursday, when the atrocious attempt of some swindling clique of speculators to make money by plundering the credulous public, found expression in the telegram to the Philadelphia *Ledger* relative to the President. The gold market was thrown into temporary spasms; the financial circles were agitated; but Government securities were scarcely affected at all, the dullness and the fractional decline being chiefly due to other causes, and especially to the cable report said to have been received by a leading foreign firm in Wall Street, of lower prices for five-twenties at the London Stock Exchange.

#### THE COST OF BUILDING.

Next to articles of food and clothing, the cost of building materials and of buildings directly affect the enjoyment of the community and the interests of our industries. Great as the advance in rents and the price of dwellings has been, yet the rise has not, until recently, been equal to that of the value of commodities. Until about the middle of 1863, building materials sympathized but little with the general advance of prices; for the reason that large stocks were on hand, which, in connection with a dullness in the trade, and moderate wages, enabled new buildings to be erected at a nominal advance upon old prices. From that time up to the Spring of 1865 the advance was by no means proportionate with that of produce and manufactures. At that period, however, the demand for dwellings became so pressing, and the stocks of timber and lumber so largely reduced, while wages were also doubled, as compared with former rates, that the prices of materials at once rose to about 100 per cent. over those current at the commencement of the war. This advance was followed by a reaction of about 10 per cent.; which has since been succeeded by another upward movement; so that to-day the cost of building averages more than at any previous period. Below we give an interesting table showing the

prices of the various building materials in September of each of the last seven years:

PRICES OF BUILDING MATERIALS IN SEPTEMBER FOR SEVEN YEARS.							
	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Iron, Scotch pig	\$22 50	\$24 00	\$28 00	\$35 00	\$73 50	\$47 50	\$46 00
Glass	4 00	4 00	4 00	6 00	7 25	7 50	8 50
Lead, English	5 62½	5 62½	6 05	7 35	16 50	9 75	7 25
Nails, cut	3 12½	3 00	3 60	5 25	10 00	7 00	7 12½
Paints—Whitelead	7 ½	7 ½	8 ½	10	20	15 ½	16
Litharge	5 00	4 00	6 00	8 00	11	13	12 ½
Bricks	70	60	60	85	1 25	1 40	1 70
Lim	1 55	1 12½	1 00	1 35	1 80	2 60	4 00
Lathes	14 00	15 50	13 00	16 50	23 00	20 00	21 00
Timber—Spruce	14 00	15 50	13 00	16 50	23 50	21 50	22 00
Pine	15 00	14 00	17 00	25 00	31 00	21 00	22 00
Spruce boards	18 00	15 00	19 00	30 00	36 00	30 00	30 00
Pine boards	36 00	33 00	35 00	65 00	65 00	65 00	90 00
Clear pine							

As a natural result, these high prices have led to the use of inferior materials and workmanship in the erection of buildings. A lower class of timber, imperfectly seasoned lumber, and inferior materials of masonry and furnishing have been in greater demand. The scarcity of labor has also necessitated a freer employment of inferior workmen, and at the full rate of wages. As a consequence, a large proportion of the buildings now being erected are of a class less adapted for durability than formerly. In fact the exhaustion of the supply of well seasoned lumber has caused an advance in that kind of material out of proportion to that of other descriptions; and, considering that lumber, to be well seasoned, has to be kept five to seven years, it is apparent that a considerable time must elapse before the market can be adequately supplied. This probability is all the greater from the circumstance that dealers will be reluctant to buy, at present prices, stocks to be held for years, in the face of a sweeping decline in values during the interim. For this reason it would seem reasonable to anticipate that, for a somewhat protracted period, building is likely to run largely upon second-class erections. This is one of the thousand disadvantages flowing from the derangements consequent upon the war, unnoted by the common observer, but which really tell very materially upon the comfort and welfare of the community.

To the very common inquiry—what is likely to be the future course of values connected with building? The obvious answer would seem to be that the cost must be controlled in great part by the same considerations which determine the value of products generally. The question is, perhaps, chiefly one of wages. The cost of a building depends not merely upon the rate paid for the labor employed in working and putting together the several materials, but still more upon the wages paid for the production and transportation of those materials. In fact, it may be said that the principal cost of a building resolves itself into wages and interest upon the capital employed in its production. It can scarcely be argued that the great scarcity of dwellings, by necessitating a demand for more houses, will tend to keep up the cost after commodities have begun to decline; for there is the same comparative scarcity in products generally as exists in relation to buildings. If, then, there is reason for anticipating a decline in wages, there is ground for expecting a fall in the value of house property. That the price of labor must be reduced there will be no question; but there would seem to be little reason for expecting that the decline will be immediate, or that it will be otherwise than steady and protracted. When the value of a paper dollar approximates more nearly to the value of the gold dollar, then we may anticipate a fall in wages; first, because the laborer can then afford to work for lower rates; and next, because the trader will then be no longer able to insure the former high prices. Evidently this process of recovery must be a slow one, if left to itself. There are possible contingencies which would materially hasten the result. Such, for instance, as a widespread panic, which some gloomy prophets are ever and anon reminding us is impending, or an early resumption of

specie payments, which, however desirable on many grounds, would not seem to be among the things to be hoped for in the near future.

There are, however, some reasons why building materials may not sympathize with any early decline in other articles of merchandise. We have already noticed the fact that there is a great scarcity of seasoned lumber, and it requires years for this want to be supplied. So long as it continues high prices must be the result. The present high tariff also affects many articles which enter largely into the construction of a building, while the abrogation of the reciprocity treaty with the British Provinces, and the cutting off of the usual supply of lumber from that quarter, must have its influence on our market.

We could wish it were possible to present a more satisfactory prospect as to the future cost of building, for the current high rents have a very direct tendency to support the prevailing high wages, and the heavy cost of erecting buildings for industrial purposes necessarily checks investment in new manufacturing enterprises. The marvellous recuperative power of the country may, however, be relied upon to work out an earlier relief from the restrictions upon building operations than would occur, under similar circumstances, in any other country.

#### THE EVENING STAR—DEFECTS IN VESSELS IN OUR COASTING SERVICE.

We notice that a morning paper refers to the commander of the steamship Evening Star, which was lost off the coast of Florida on the 3d of October, as an unqualified and inexperienced navigator. So far from this being the case, we know him to be one of the best men in the service, who, for his personal qualities and nautical skill, was held in very high esteem. The Evening Star belonged to the New York Mail Steamship Company, and is said to have been the favorite vessel of the line. Captain Knapp had the entire confidence of the company, as he has of this community, and the disaster which occurred cannot in any degree be imputed to omission or incompetency on his part.

Just at the present time, however, it must be remarked, disasters to vessels employed in the coasting trade have been unusually numerous. Within the brief period of ten days, we notice among others disabled or lost, the Evening Star, the Daniel Webster, the Andrew Johnson, the Sheridan, the Santiago de Cuba, and the Starlight. It is evident that there must have been some cause other than bad weather to be charged with so much shipwreck. We are aware that there have been of late severe storms and gales, and so there are each fall and winter, and those of the present season furnish little excuse, for our vessels should be able to encounter the ordinary storms successfully, and would be in most cases if there were not radical defects existing in the vessels themselves.

Our coasting service is one of great difficulties. The storms which prevail at certain seasons of the year on the Atlantic seaboard are the most severe of any occurring in the usual routes of navigators. The liabilities of foundering at sea or of being driven on shore in a gale are very great unless the vessel is not only seaworthy, in the usual sense of the term, but especially adapted for the exigencies of the service. The first requisite is great strength of construction. On no other route is this so necessary. One may cross the ocean safely and ride through very severe storms in a vessel which should not be engaged in the Southern trade during the fall or winter months. Remembering this, what shall we say of the Andrew Johnson, which was lost off Currituck beach, a gunboat during the war, well known to our readers under the name of the State of Georgia, suffering badly in

several engagements? This is not a solitary exception. A majority of the steamers now engaged in the coasting trade are nothing but altered over Government vessels, many of which have been almost wrenched to pieces by broadsides fired from them. Are these old hulks fit for the fall and winter coasting trade?

We are aware that the Evening Star cannot be included in this category. She was built for the merchant service, and had been employed in it several years. Leaving out of the question whether she was well constructed or not for ordinary service, she was certainly too large, if to be used in running to New Orleans, unless she had the strength of solid iron. She was particularly liable to ground on the bar at the mouth of the Mississippi on account of her great capacity. This bar, every navigator is aware, effectually excludes vessels of heavy burden from the navigation of that river. Time and again the Evening Star has been caught in this mud when heavily laden, and dragged over it by steam tugs only with great difficulty. The result of this naturally was to strain and weaken her at important points where her timbers joined together. It is said to have been perceived months since that she would not be likely to outlive a violent storm. Many did not consider her entirely safe in an ordinary voyage. A few weeks since she ran into difficulty at Pickle Reef, off the coast of Florida, and \$30,000 were paid for salvage on that occasion. In a gale in January last she barely escaped foundering, and her passengers at the time severely blamed the company for the peril to which they had been exposed. In a word, it was not the storm that destroyed her; she broke to pieces simply because she had become unfit for the service by being wrenched and weakened in the manner stated. Whether a vessel of that size could be made strong enough not to suffer harm under the circumstances mentioned, is a question we do not here propose to raise. The only fact of importance for us to know is that she was not, and that any ordinary vessel would not be.

We conclude, therefore, that steamers for the coasting trade should be constructed expressly for this branch of service, of small size, and the most strongly built of any that are employed in commerce; and passengers and shippers should especially avoid a vessel in this trade with an *alias* attached to its name. In fact, legislation ought to require that every vessel to be employed in coast navigation should be made to conform to some approved style, and to undergo rigid inspection both when first placed on service, and at stated periods thereafter. The changing of the name should not be allowed. Whatever unpopularity may have been acquired from unseaworthiness or other unfitness should not be escaped, and so men be induced to place their lives in hazard, by reason of having been deceived as to the reputation of the vessel to which they entrusted themselves. Several vessels now employed in the merchant service would have been "hauled off" long ago but for having been disguised under a new name and a different exterior.

Perhaps the necessary legislation will not be easy to obtain. The attempt eight years ago was unsuccessful. The United States Mail Steamer Central America had foundered at sea on the 27th of December, 1857. The New York Board of Underwriters appointed a committee consisting of Commodore Perry, Charles H. Marshall, John D. Jones, F. S. Lathrop and others, to investigate the causes of the disaster. The Central America was not "substantially new;" but had already under another name and with different owners acquired a fame and reputation not calculated to make her popular among those that navigate the sea. The committee, after eliciting what they could in relation to the unfortunate occurrence, pushed their inquiries in the direction of amendments to the navigation laws, and the necessity and

means of improvement in the construction, equipment and internal organization of ocean steamers. A bill was framed by them, and after receiving the approval of the Board of Underwriters, was introduced into Congress, where it met with favor. But adverse influences proved too strong, and the measure was finally put to sleep. If the present excitement on account of the catastrophe of the *Evening Star* shall cause action to be resumed in relation to this subject some good will have grown from it. Neglect in these matters will continue until the legislative authority compels the necessary attention. It is probable that if Congress had done its duty in 1858 in regard to this matter, without deference to interested capitalists, the fearful slaughter of the *Evening Star* and many other similar cases would never have taken place; nor would it have been the province of the journalist to record the series of disasters to coasting vessels which have occurred within the past few days. It is too late to save the hundreds of lives that have been thus recklessly imperilled and destroyed, but it is yet time to do something to prevent the recurrence of such catastrophes.

What is wanted is vessels compactly built, so as not to be liable to spring a leak in a storm, and sufficiently small and light to go over bars without requiring to be hauled over. In addition, it should be compulsory on all owners of vessels to equip their property with life boats, &c., and especially to do away with that evil which is, we fear, but too common, namely: the want of proper organization in regard to the relative authority and duties of the officers and crew, each department apparently independent of the other, instead of being properly subordinate and responsible to the captain.

The Cunard steamers navigate the ocean apparently with the same safety as would prevail if they never left port. This is attributable to their perfect construction, their admirable management, the responsibility laid on each man in the crew, and the ambition which is encouraged in them. In all these respects these steamers are totally different from the vessels employed in the American coasting trade. One could cross the ocean on every trip of a Cunarder with less peril than he could undertake one short voyage in the waters of the United States. We trust that our merchants and other citizens having an interest in the safety of our coast navigation will give Congress no rest till its whole duty shall have been done in this matter.

#### PROPOSED NEW RAILROADS IN NEW YORK CITY.

In the streets of London where the most important business is transacted the rush, it is said, is so great that unwary pedestrians attempting to withstand it would be trodden to death. There is no alternative but to move with the current of people flowing along the crowded thoroughfares. Many projects have been formed to relieve this district of the British metropolis, but without success; the multitudes have steadily increased from year to year, and bid fair to continue to increase till the limit of the growth of London shall have been determined.

A similar condition seems likely to be realized in the City of New York. Already, for several hours in each day, that section of Broadway below the City Hall is crowded so that passengers on the sidewalks find it embarrassing to get forward, and the blockade of vehicles is complete. Pedestrians attempt to cross the street at the risk of life and limb; and the stages, carts and extensive express wagons are detained for long spaces of time. The parallel and intersecting streets participate in this blockade, which seems to become more severe and intolerable every year.

It had been supposed that the numerous lines of city rail-

roads, with a capacity of transporting passengers greatly surpassing that of the stage lines which they have almost entirely superseded, would so facilitate travel as to relieve the city from this increasing difficulty. This expectation has not been realized. On the contrary, by these multiplied advantages the daily assemblage of persons in the crowded districts seems to have been augmented. Then, too, as the city extends its limits, the inhabitants of the upper wards are finding that the time required for the journey, morning and evening, between their residences and places of business is a serious waste and detriment. The demand for rapid movement, which is a characteristic of "Young America," is already setting inventors and others to devise means of transit which shall require shorter periods of time and fulfil all the necessary conditions of safety and convenience. Every winter the lobbies of the Legislature of the State are thronged by individuals interested in projects and inventions for the conveyance of passengers between the upper wards and the southern extremity of the island, none of which, for obvious reasons, have been sanctioned. But some measure must be adopted at an early period or the prosperity of the city will suffer seriously.

The Senate of the State, at the last session, after having defeated several railroad bills of more or less merit, passed a resolution authorizing the appointment of a select committee "to ascertain, and report to the Senate, the most advantageous and proper route or routes for a railway or railways suited to the rapid transportation of passengers from the upper to the lower portion of the city of New York, having in view the greatest practical benefit and safety to the public, and the least loss and injury to property on or adjacent to said route or routes." The committee thus appointed consists of Hon. George H. Andrews, the Senator from the 20th District of the State, Hon. Henry R. Low, the Senator from the 9th District, Hon. Charles G. Cornell, of this city, the Senator from the 5th District, Hon. John T. Hoffman, Mayor of New York, Hon. J. Platt Goodsell, State Engineer and Surveyor, and A. W. Craven, the Engineer of the Croton Aqueduct Board.

The "West Side Association," a society of owners of real estate in the western Wards of the upper part of the city, has also held stated meetings for many months, at which the subject has been discussed of more feasible methods for speedy transit between the extremities of the Island. Conveyance by horse-power it is perceived is too tardy for the public requirements; the time consumed daily on the journeys is a serious item. It is obvious that steam, or some other motive power of equal force, must be substituted. The question is solely one of time, and the event is as sure as the recurring sunrise. The individuals who, ten years ago, opposed the multiplying of tram roads, on the ground that the stages offered the necessary facilities for travel, are now awake to the fact that even faster as well as increased means of conveyance must be provided. The owners of real estate having been converted to this obvious truth, is an evidence that the subject has assumed grave importance.

There are few more streets in the city of New York which can be occupied advantageously for tramways. It has been fondly supposed by many persons, and feared by capitalists owning property on Broadway, that that thoroughfare must yield to the spirit of innovation, and be occupied by railroad tracks. The objections of the property-owners may be promptly overruled by the argument that a highway is for the accommodation of the whole people, and therefore the rights and convenience of the million shall not be required to succumb to the interest or cupidity of a few millionaires.

Nevertheless, it is hardly probable that any coming Leg-

islature will authorize the construction of a railroad in Broadway. To be sure the project is brought forward every winter, and actually received the votes of a majority in both the Senate and Assembly in 1863, being defeated only by the firmness of Governor Seymour. The influx of persons engaged in business here has so increased since that time that it is more than probable that such a railroad would be an intolerable nuisance, incommoding rather than accommodating the public. In that part of Broadway below the Astor House, where relief is most wanted, this is certainly the case; and before long it will be so likewise for the entire length of the street below Union Square. In that event it would be necessary, in case that a tram-road should be placed on the surface, to cause it to be removed. Broadway is not wide enough for it, and therefore it would be likely to drive business to some other thoroughfare. We are not certain that it will not become the duty of the Grand Jury, before many years, to present the tracks on several of the roads now in operation, on account of the obstruction which they make in the streets. But for the proverbial laxity of administration in this city, indictment and compulsory removal would have been made already.

The proposition of constructing a railroad upon pillars has been several years before the public. It has many arguments in its favor, but those of our citizens better able to judge of its merits and demerits do not give it their approval. They seem to consider it as likely to depreciate the value of property as well as its security. How far these opinions are well founded we do not propose to discuss. A bill authorizing the construction of such a road in Broadway passed the Assembly last winter, and will doubtless be again mooted at the next session of the Legislature.

The scheme of a tunnel running lengthwise of the island seems to encounter less hostility. Indeed, a bill actually passed both branches of the Legislature two years ago, to authorize a company to construct such a tunnel, for the purpose of operating under the surface of the ground. But Governor Fenton, for reasons best known to himself, withheld his approval. The project was again introduced into the Legislature at its last session, but did not get through. It will doubtless come up a third time. Several tunnel plans, we are told, have already been submitted to the committee appointed by the Senate; and it is said further that it is viewed with favor by members of the West Side Association.

The feasibility of the undertaking is pretty well established. Such a tunnel has been in operation in London for several years. The excavation was laborious and costly beyond what it would be in this city. It was necessary often to change the routes of the sewers and drains. The gas and water mains also made trouble, but the difficulties were entirely obviated. The total cost of the line was \$14,000,000, or about three and a-half millions of dollars per mile, including, however, the providing of engines, cars, etc. So far from being an unpopular route of travel, the Underground Railway in London is a general favorite. In the first six months of 1863 the number of passengers carried on it was 4,823,437; in 1864, for the same period it was 5,207,385; in 1865 it was 7,462,823; and for the first half of the present year it rose to 10,303,395. The revenue has correspondingly increased; for the first six months of 1863 it was £53,058; for the six months ending with June last it amounted to £102,947. If the trains should run twice as frequently during the day they would not be too numerous to accommodate passengers. The dividend in 1865 amounted to seven per cent.

Among the projects submitted to the committee is a novel one of Mr. John Dixon. It is somewhat costly, but comprises advantages which entitle it to careful consideration, instead of sinking shafts and tunnelling under the surface of

the earth, as was done in London and Liverpool, it is proposed to excavate from the surface to the proposed depth, and to have a tunnel of iron, cast in parts and sections. When the roadbed is prepared, the tunnel is to be lowered to its place and fitted, after which the earth is thrown over and restored to its original appearance. What favors the committee or others who have examined the matter have exhibited toward it we are not apprised.

A subterranean railroad has many advantages. It will not interfere with the convenience of the dwellers above the surface or deteriorate the value of their property. The case of the Harlem Railroad is in point. It has two tunnels; Park avenue is situated over the lower one and is a desirable locality for private residences, and the two blocks over the other are improved. But the residue of the road, though in an eligible part of the city, is in bad condition, so far as houses and improvements are concerned. No one can doubt that, if the entire road south of the Harlem river had been in a tunnel, the Fourth avenue would have been skirted by handsome private residences. It is obvious that the construction of an underground railway would permit the employment of the different agencies for rapid transit, and so, by its greater facilities, would accelerate improvements along its entire route. These are considerations of great weight.

If the friends of a tunnel railroad desire the early adoption of their project, they would do well to set on foot a kindred improvement, that of an underground avenue from East river to the Hudson, somewhere in the vicinity of Maiden lane and Cortlandt street. This would enable the transportation of bulky articles from one side of the city to the other without obstructing the streets as at present by trucks, carts, and other vehicles, and so would obviate one of the greatest annoyances in the city. The success of such an enterprise would prepare capitalists for the great work of a subterranean avenue lengthwise of the island which would be capable of removing the whole population in a short period from the Battery to the northwest boundary.

#### COTTON CROP FOR 1865-66.\*

We are now able to give our figures showing the total crop and movement of cotton in the United States for the year ending September 1, 1866. It will be seen that the receipts for the twelve months reach in the aggregate 2,241,222 bales: to which if we add the receipts from the close of the war† to the first of September, 1865, we have the aggregate receipts 2,662,222 bales. Estimates differ with regard to the amount of the old crop still in the South not brought forward. We put it at 150,000 bales, which gives us 2,812,222 bales as the total cotton supply of the South since the war closed. We thus see that the highest estimates made were more nearly correct than any others. Below we give our table showing the total receipts and exports the past year, to which we have added the export figures for 1860-61 for comparison. In the last column will be found the total stocks, August 31, 1866.

Receipts and Exports of Cotton (bales) from Sept. 1, 1865, to Sept. 1, 1866, and Stocks at latter date.

Ports.	From Sept. 1, '65, to Sept. 1, 1866.	Received since Sept. 1, '65.	Exported since Sept. 1, '65, to—				Exports since Sept. 1, 1860-6.	Stocks, Sept. 1, 1866.
			Great Britain.	France.	for Germany.	Other.	Total.	
N. Orleans.....	711,629	358,878	134,510	32,900	23,800	21,300	1,783,673	102,002
Mobile.....	429,102	229,171	40,184	1,579	270,934		456,421	29,009
Charleston §	110,761	46,952	6,050	822	53,824		214,388	5,536
Savannah.....	285,026	91,413	1,492		92,905		302,187	8,144
Texas.....	175,065	59,435	1,739	3,214	64,388		63,309	7,605
New York §.....	234,461	413,927	38,618	42,917	495,462		248,049	88,643
Florida.....	149,432	37,977			37,977		28,073	162
N. Carolina.....	64,658	21			21		195	
Virginia.....	39,093						810	
Boston.....		11,759		265	12,014		23,235	
Philadelphia.....		2,035			2,035		3,792	
Baltimore.....		6,709			6,709		3,545	
Other ports.**	62,000							
	2,241,222	1,258,277	222,593	71,817	1,552,467	3,127,568	251,179	

\* This article was prepared and most of the figures in type before we had seen the statement of the crop which has been issued by the Shipping List of this city, within a day or two. Our figures differ somewhat; but we believe those we give can be relied upon, as we have kept the record with the greatest care from week to week.—*Ed. COMMERCIAL AND FINANCIAL CHRONICLE.*

† We take the estimate given by Neil Brothers of the receipts before the first of September, 1865 as we kept no record at that time.

‡ In the New Orleans receipts, we deduct receipts from Mobile, Montgomery, Florida, and Texas (in all 75,757 bales), as they are counted in the receipts of those ports respectively.

§ From the receipts at Charleston, we deduct 945 bales received from Florida. These are the shipments from Tennessee, Kentucky, &c., not otherwise counted.

\*\* The receipts included under this head are the estimated amount manufactured in Virginia, the West, &c., together with the amount burned in New York.

It will be seen from the foregoing that the exports from all the ports, for the year, were 1,552,457 bales. If we average the bales at 400 lbs., we find that the value, in gold, of our cotton exports was over 230 millions of dollars. What stronger argument than this mere fact could be used to show the impolicy of fettering the cultivation of this staple with regulations and taxes which may discourage its cultivation. For the convenience of our readers we give in the table below the portion of these exports which were shipped directly from the South. The total thus shipped will be found to be 11,036,237 bales, leaving 516,220 bales as the exports through the Northern ports:

	New Orleans.	Mobile.	Charleston.	Savannah.	Texas.	Florida.	Total South'n ports.
Liverpool.....	358,878	228,016	46,952	91,413	59,435	37,977	822,691
Other ports.....		1,155					1,155
<b>Total, G. Brit.</b>	<b>358,878</b>	<b>229,171</b>	<b>46,952</b>	<b>91,413</b>	<b>59,435</b>	<b>37,977</b>	<b>823,847</b>
Havre.....	133,744	40,184	5,952	1,492	1,739		
Bordeaux, &c.....	766		98				
<b>Total, France.</b>	<b>134,510</b>	<b>40,184</b>	<b>6,050</b>	<b>1,492</b>	<b>1,739</b>		<b>183,975</b>
Brem. & Hanov. &c	3,731	270			3,014		
St. Petersburg, &c.	1,701						
<b>Total, N. Euro.</b>	<b>5,432</b>	<b>270</b>			<b>3,014</b>		<b>8,706</b>
Oporto, Spain, and Gibraltar.....	16,454	1,368	510				
Genoa, Trieste, &c.			312				
Mexico, &c.....	638	41			200		
<b>Total, other.....</b>	<b>17,978</b>	<b>1,309</b>	<b>822</b>		<b>200</b>		<b>19,709</b>
<b>Total exports.....</b>	<b>516,188</b>	<b>270,934</b>	<b>53,894</b>	<b>92,905</b>	<b>64,388</b>	<b>37,977</b>	<b>21,108,237</b>

Below we give our own detailed statement of the movement of cotton through the year, and, for comparison, bring forward the figures for the year 1860-61, as published in the *Shipping List* at that time:

	1865-66	1860-61
<b>Exported from New Orleans:</b>		
To foreign ports.....	516,188	1,783,673
To coastwise ports.....	252,355	132,179
Burnt at New Orleans.....		3,276
Stock close of year.....	102,082	870,635
Deduct:		
Received from Mobile.....	36,483	48,270
Received from Montgomery.....	4,278	11,551
Received from Florida.....	12,785	13,279
Received from Texas.....	32,111	30,613
Stock beginning of year.....	83,239	158,996
<b>Total product for year.....</b>	<b>711,639</b>	<b>1,751,599</b>

	1865-66	1860-61
<b>Alabama.</b>		
Export from Mobile:		
To foreign ports.....	270,934	456,421
To coastwise ports.....	142,764	127,574
Manufactured in Mobile.....		2,000
Burnt at Mobile.....	6,307	
Exported to N. O. from Montgomery.....	4,373	11,551
Stock at close of year.....	29,009	453,392
Deduct stock beginning of year.....		24,290
<b>Total product for year.....</b>	<b>429,102</b>	<b>558,345</b>

	1865-66	1860-61
<b>Texas.</b>		
Export from Galveston, &c.:		
To foreign ports.....	64,388	63,209
To coastwise ports.....	115,943	84,254
Stock at close of year.....	8,511	188,922
Deduct stock beginning year.....		18,857
<b>Total product for year.....</b>	<b>175,061</b>	<b>141,747</b>

	1865-66	1860-61
<b>Florida.</b>		
Exported from Apalachicola, St. Mark, &c.:		
To foreign ports.....	37,977	28,073
To coastwise ports.....	123,943	85,963
Burnt at St. Marks.....		150
Stock at close of year.....	162	162,082
Deduct stock beginning of year.....		12,650
<b>Total product for year.....</b>	<b>149,432</b>	<b>121,172</b>

	1865-66	1860-61
<b>Georgia.</b>		
Export from Savannah:		
To foreign ports—Uplands.....	88,313	293,746
Sea Islands.....	4,592	8,441
To coastwise ports—Uplands.....	161,056	170,572
Sea Islands.....	5,113	11,512
Stock in Savannah end of year.....	6,632	4,102
Stock in Augusta, &c., end of year.....	9,558	275,264
Deduct:		
Received from Florida—Sea Islands.....		1,033
Uplands.....		6,188
Stock beginning of year—Savannah.....	4,005	4,307
Augusta.....	6,233	5,252
<b>Total product for year.....</b>	<b>265,026</b>	<b>477,584</b>

	1865-66	1860-61
<b>South Carolina.</b>		
Exports from Charleston and Georgetown:		
To foreign ports—Uplands.....	51,619	199,345
Sea Islands.....	2,305	15,043
To coastwise ports—Uplands.....	50,884	131,663
Sea Islands.....	3,435	8,355
Burnt at Charleston.....		564
Stock in Charleston end of year.....	5,535	113,678
Deduct:		
Received from Florida and Savannah—Sea Islands.....	945	255
Uplands.....		2,373
Stock in Charleston beginning of year.....	1,973	2,917
<b>Total product for year.....</b>	<b>110,761</b>	<b>356,330</b>

	1865-66	1860-61
<b>North Carolina.</b>		
Export:		
To foreign ports.....	21	195
To coastwise ports.....	64,632	56,100
<b>Virginia.</b>		
Export:		
To foreign ports.....	37,643	810
To coastwise ports.....	No account	61,129
Manufactured (taken from, or to).....	No account	16,993
Stock end of year.....	3,250	40,893
Deduct stock beginning of year.....	1,800	2,800
<b>Total product for year.....</b>	<b>89,068</b>	<b>78,132</b>
<b>Tennessee, &amp;c.</b>		
Shipments from Memphis, Nashville, Columbus, Hickman, Ky., &c.....	275,153	392,428
Stock end of year.....	3,466	1,671
Deduct:		
Shipments to New Orleans, &c.....	33,132	196,366
Stock beginning of year.....	10,831	1,709
<b>Total product for year.....</b>	<b>234,461</b>	<b>195,424</b>

## ANALYSES OF RAILROAD REPORTS.

### OGDENSBURG AND LAKE CHAMPLAIN RAILROAD.

(Formerly Northern Railroad.)

This line of railroad, stretching across the northern portion of the State of New York from Ogdensburg to Rouse's Point, forms a connection between the railroads of Canada and those of New England. The following are its constituents:

Main line—Ogdensburg to Rouse's Point.....	118.00 mi.
Branch line—Summit to Gravel Bed.....	1.25 "
" Champlain to River Landing.....	1.75 "
" Potsdam to Lumber Mill.....	1.00—4.00 "
Total length of main and branch lines.....	122.00 "
Second track and sidings.....	18.00 "
Equivalent single track.....	140.00 "

This road connects at Rouse's Point with the Montreal and Champlain and the Vermont Central and Canada railroads; at Moore's Junction with the Montreal and New York Railroad; at Potsdam Junction with the Rome, Watertown and Ogdensburg Railroad, and at Ogdensburg, by ferry, with the Grand Trunk and the Ottawa and Prescott railroads of Canada.

### EQUIPMENT—ENGINES AND CARS.

The number of engines and cars owned by the Company on the 30th of September, yearly, has been as follows:

	'56.	'57.	'58.	'59.	'60.	'61.	'62.	'63.	'64.	'65.
Engines.....	27	28	28	23	28	28	25	25	25	26
Cars—Passenger.....	16	8	8	14	14	14	14	14	15	17
" Baggage, mail, &c.....	9	9	9	10	10	9	9	9	7	8
" Freight.....	615	615	608	568	568	441	441	441	441	353
<b>Total cars.....</b>	<b>640</b>	<b>632</b>	<b>625</b>	<b>592</b>	<b>592</b>	<b>464</b>	<b>464</b>	<b>464</b>	<b>463</b>	<b>378</b>

—all rated as eight-wheel cars.

### OPERATIONS ON THE LINE YEARLY.

The tabulation which follows exhibits the mileage of engines hauling trains, the number of passengers and tons of freight carried, and the passenger and freight mileage for the ten years ending Sept. 30, 1865:

	Engine mileage.	Passenger.	Freight.	Number.	Mileage.	Number.	Mileage.
1855-56.....	105,890	301,340	73,160	3,314,647	160,838	14,604,687	14,604,687
1856-57.....	131,930	223,429	82,320	3,859,374	177,528	16,349,625	16,349,625
1857-58.....	190,348	211,156	71,764	2,767,920	150,432	13,310,357	13,310,357
1858-59.....	146,971	200,329	73,184	2,778,677	137,427	11,477,361	11,477,361
1859-60.....	155,366	239,762	79,668	3,228,566	166,675	15,611,653	15,611,653
1860-61.....	125,028	233,432	67,756	2,674,727	166,530	15,759,949	15,759,949
1861-62.....	57,165	254,339	69,787	3,089,553	187,647	19,157,715	19,157,715
1862-63.....	110,372	301,027	92,402	3,734,311	211,024	19,815,427	19,815,427
1863-64.....	152,346	306,065	141,680	5,846,334	230,301	21,154,284	21,154,284
1864-65.....	124,872	275,048	147,560	5,498,317	305,781	18,834,478	18,834,478

### EARNINGS AND EXPENSE ACCOUNT.

The current earnings and expenses for the same years are shown in the following statements:

Fiscal years.	Gross Earnings.				Operating	Earns
	Pass'gers.	Freight.	Other.	Total.	expenses.	less exp.
1855-56.....	\$93,815	\$343,857	\$40,008	\$477,677	\$340,383	\$136,794
1856-57.....	89,962	362,999	54,463	507,424	344,081	163,343
1857-58.....	71,599	323,866	15,342	410,807	294,827	115,980
1858-59.....	74,961	192,736	15,235	382,932	320,822	62,110
1859-60.....	77,367	262,597	18,948	458,912	341,859	117,053
1860-61.....	69,366	38,434	17,847	125,647	338,132	87,505
1861-62.....	77,569	392,364	22,500	492,433	305,004	187,429
1862-63.....	100,236	454,178	19,128	573,542	377,594	195,948
1863-64.....	159,565	547,444	19,335	726,344	494,204	232,140
1864-65.....	178,116	508,297	21,108	707,521	649,933	57,588

The following reduced from the above shows the average earnings per mile (cents) for passengers and tonnage:

	'56.	'57.	'58.	'59.	'60.	'61.	'62.	'63.	'64.	'65.
Passenger.....	2.83	2.33	2.23	2.70	2.40	2.22	2.51	2.68	2.73	3.20
Freight.....	2.35	2.23	2.45	2.55	2.32	2.21	2.05	2.29	2.50	2.70

—earned at a cost as follows, viz.:

	'56.	'57.	'58.	'59.	'60.	'61.	'62.	'63.	'64.	'65.
Passenger.....	2.92	2.15	2.64	3.07	2.93	3.41	2.41	3.29	2.46	3.87
Freight.....	1.67	1.61	1.68	2.05	1.98	1.58	1.30	1.39	1.60	2.40

These figures show that the road has been constantly losing on its passenger traffic and that even its freight traffic has been conducted without adequate profit. The result has been that the Company has not been able to pay interest on any but the first mortgage bonds since April, 1854. No dividend has been declared in the whole history of the Company.

#### STOCK, BONDS, &c.—COST OF PROPERTY.

The following statement shows the amount of stock, bonds, &c., and the cost of the road and its equipments yearly for the ten years ending September 30, 1845:

Years.	Capital stock.	1st mort. bonds.	2d mort. bonds.	Floating debt.	Total capital.	Cost of property.
Sept. 30 1846	\$1,770,138	\$1,496,900	\$3,077,000	\$317,484	\$6,661,522	\$4,734,735
1847		1,494,900	3,077,000		4,571,900	4,741,487
1848		1,494,900	3,077,000		4,571,900	4,788,791
1849		1,494,900	3,077,000		4,571,900	4,799,387
1850		1,494,900	3,077,000		4,571,900	4,808,856
1851		1,494,900	3,077,000		4,571,900	4,816,751
1852		1,494,900	3,077,000		4,571,900	4,819,979
1853		1,494,900	3,077,000		4,571,900	4,888,509
1854		1,494,900	3,077,000		4,571,900	4,644,056
1855	3,677,000	1,494,900			4,571,900	4,681,624

As before stated the Company had failed on their 2d mortgage since April, 1854. On the 21st October, 1856, the property was sold on foreclosure of this mortgage and was bid in by the trustees for the benefit of those they represented. The sale was made subject to the 1st mortgage for \$1,500,000. The original capital was thus wiped out, as also the floating debt, and for the succeeding years until August 1st, 1865, the property rested on the bonded indebtedness, the trustees under the 2d mortgage managing affairs. At the last-named date the road with its equipments was by an order from the Supreme Court and by agreement of parties, transferred from the trustees aforesaid to a new Company styled the Ogdensburg & Lake Champlain Railroad Company, an organization created by a law of the State, passed April 8, 1864. The cost of the property as appearing in the table does not include interest paid to stock-holders and discount on bonds during construction (\$758,021); nor after 1862, several large items which had heretofore had a place, together amounting to \$241,738.

#### RECAPITULATIONS AND DEDUCTIONS.

In the following table are recapitulated the cost of the road, the gross earnings and expenses, and the earnings after expenses, yearly, for the last ten years:

Fiscal Year.	Cost of Road, &c.	Gross Earnings.	Operating Expenses.	Earnings after expenses.
1855-56	\$4,734,735	\$477,677	\$340,883	\$136,794
1856-57	4,741,487	507,424	344,031	163,393
1857-58	4,788,791	410,807	294,827	115,980
1858-59	4,799,387	382,934	330,822	62,110
1859-60	4,808,856	458,912	341,859	117,053
1860-61	4,816,751	425,637	338,137	87,505
1861-62	4,819,979	492,433	305,004	187,429
1862-63	4,888,509	573,512	377,594	195,918
1863-64	4,644,056	726,344	494,304	232,040
1864-65	4,681,624	707,521	649,392	57,589

The cost of the road (as stated in the reports), the gross earnings, expenses, &c., per mile of road (118 miles), the rate of expenses to earnings, and the rate of net earnings to the bonded debt (\$4,571,900) are shown in the following table:

Fiscal Year.	Cost of road, &c.	Gross earnings.	Operating expenses.	Earnings after expenses.	Net earnings to bondholders.
1855-56	\$4,013.5	\$4,048	\$2,833	\$1,160	71.34
1856-57	4,018.2	4,300	2,915	1,385	68.02
1857-58	4,058.3	3,481	2,498	1,983	71.76
1858-59	4,072.9	3,245	2,719	526	83.79
1859-60	4,076.1	3,889	2,897	992	74.46
1860-61	4,080	3,607	2,835	742	79.43
1861-62	4,084.7	4,173	2,885	1,588	61.94
1862-63	38,886	4,890	3,300	1,990	65.84
1863-64	33,826	5,155	4,188	1,967	68.04
1864-65	39,074	5,996	5,592	404	93.26

### Latest Monetary and Commercial English News.

[From our own Correspondent.]

LONDON, Wednesday, Sept. 26, 1866.

Two causes have influenced the market for home securities this week, in contrary directions—the one, the unfavorable weather, having caused an unsatisfactory feeling to prevail, and the other, the large influx of bullion, having produced a fair degree of firmness. Hence, although the amount of business done is very moderate, prices have fluctuated

considerably, but the market closes to-day with a firm appearance. As regards the money market, the tendency of prices is decidedly downwards; but doubts are entertained whether a reduction will be made in the rates of discount to-morrow. The probabilities are in favor of a reduction, and so far as the stock of bullion held by the establishment is concerned, the bank will certainly be in a position to effect such a movement. Since Thursday morning last up to this evening, the sums paid into the Bank have been no less than £538,000, whilst only £54,000 has been withdrawn, of which nearly the whole was sent to New York by the Persia, leaving Liverpool on Saturday last. There is, therefore, an increase of sums paid in, as compared with those withdrawn, of £484,000. In addition to this circumstance, it should be borne in mind that as the rates for money in the open market are one-half per cent. below the official quotations, a large proportion of business is withdrawn from the bank to the open market, in order to secure advances on more favorable terms. The opinion is not generally entertained that a reduction will be made, although probabilities are strongly in favor of an alteration of one-half, if not of one per cent. The rates for money in the open market are as under:

Bank minimum.	Per Cent.	8 months' bills.	Per Cent.
Open market rates:	5	6 & 4 months' bills.	4 1/2 @ —
30 to 60 days' bills.	4 1/2 @	6 & 4 months' bank bills.	4 @ 4 1/2

On the Continent the value of money has a drooping tendency. The supply of bullion at Paris is decreasing; but the discount market is well supplied, and the rates for money are easy, at 2 to 2 1/2 per cent. for the best short-dated paper. In Holland the quotations for discount have given way; but at Hamburg, the rates are firm. Annexed are the quotations at the leading cities:

At Paris.	Bank rate.	Open market.	Turin.	Bank rate.	Open market.
Vienna.	3	2 1/2 @ 2 1/2	Brussels.	3	2 1/2
Berlin.	5	5	Madrid.	9	9
Frankfort.	4	3 1/2 adv.	Hamburg.	5 1/2	7-10
Amsterdam.	5 1/2	5			

The exchanges are without material change from Friday last; but the rates are somewhat more favorable to this country.

On Monday, owing to the advance in the price of wheat, caused by the prevailing unfavorable weather, the Consol Market was very flat; but since then, prices have had an upward tendency, chiefly in consequence of the large sums of bullion taken into the Bank of England. Here, as in all other departments of the Stock Exchange, business has been greatly contracted. Annexed were the highest and lowest prices of Consols each day of the last three days:

Three days ending Sept. 22.	Monday.	Tuesday.	Wednesday.
Consols for money.	88 1/2 89 1/2	88 1/2 89 1/2	89 1/2 90 1/2

American securities have been flat, and have commanded but little attention. The aggregate business done is therefore small. Atlantic and Great Western Debentures close this afternoon at 87 @ 89. The highest and lowest prices of American securities on the days enumerated are subjoined:

#### HIGHEST PRICES OF AMERICAN SECURITIES.

Week ending September 22.	Mon.	Tues.	Wed.
United States 5-20's, 6 per cent, 1882.	72 1/2	72	71 1/2
do do do 1881.	71	71	71
Virginia 5 per cent, 1881.	50	50	50
do 6 per cent.	45	44 1/2	44 1/2
Atlantic and Great Western, New York section, 1st mortgage, 1880.	70	70	70
Pennsylvania section, 1st m, 1877.	71	71	71
do cons'ted mort. b'ds, 1898.	49 1/2	49	48 1/2
Erie shares, 100 dollars, all paid.	47 1/2	47 1/2	47 1/2
do Convertible bonds, 6 per cent.	69	69	69
Illinois Central, 6 per cent, 1875.	81	82 1/2	82 1/2
do 7 per cent, 1875.	67	67	67
do \$100 shares, all paid.	77 1/2	78	77 1/2
Marrietta and Cincinnati, 7 per cent.	69	69	69
New York Central, 100 dollar shares.	62 1/2	62 1/2	62 1/2
Panama Rail, 7 per cent, 1872, 3d mort.	101	101	101
Pennsylvania R.R. 3d mort. 6 p. c.	82 1/2	82 1/2	82 1/2
do \$50 shares.	34 1/2	34 1/2	34 1/2
Philadelphia and Erie, 1st mortgage, 1881, (guar. by Penn. Railroad Co.)	77 1/2	77 1/2	77 1/2
do with option to be paid in Philadelphia.	77 1/2	77 1/2	77 1/2
Canada 6 per cent.	94	93	93 1/2
do 5 per cent.	78	77	77 1/2

#### LOWEST PRICES OF PRINCIPAL AMERICAN SECURITIES.

For week ending September 22.	Mon.	Tues.	Wed.
United States 5-20's.	71 1/2	71 1/2	71 1/2
Atlantic & Great Western consolidated mortgage bonds.	48 1/2	48 1/2	47 1/2
Erie shares, 100 dollars, all paid.	47 1/2	47 1/2	47 1/2
Illinois Central, 100 dollars, all paid.	77 1/2	77 1/2	77 1/2

The wheat trade has continued very firm, and a further advance of 1s. per quarter has taken place in prices throughout the country. Farmers have sent very moderate supplies of English produce to market; but there has been a fair, though far from extensive, importation from Prussian ports. To-day's market has been firm, and as regards good and fine dry wheats, the quotations have had an upward tendency,

Very little is said about the French demand. So far as the London market is concerned, scarcely any produce has been taken for shipment to France: but, as I informed you in a previous letter, fair supplies of wheat were taken from English ports near to the French coast, at which the rate of freight was but inconsiderably greater than to London. At these ports, however, the demand appears to have subsided, and scarcely any mention is now made of the deficient French harvest. I noticed at the commencement that these unfavorable reports were most probably greatly exaggerated, and such appears to be the truth, for even at the present moment, we are receiving small—though very small—supplies of flour from France. Nevertheless, it must be borne in mind that we are deprived of an importation from a country which has kept down the price of bread here to a moderate level, and as these importations have ceased, we naturally look for a country to make up the deficiency. Russia will probably send us very large supplies, and Prussia will certainly forward as much produce as possible previously to the close of the navigation in the Baltic. But when that event has taken place, the sole country in Europe on which we can depend for any important supplies will be Russia. What is likely to be the extent of the shipments of wheat and flour from American ports seems uncertain; but whatever there may be, it does not appear possible that the exports will be sufficiently great to depress prices to any serious extent, and it is certain that good and fine dry qualities of wheat will command a high price here for some time to come.

#### English Market Reports—Per Cable.

The latest telegram by the Atlantic Cable was that of Friday, Oct. 5. On that day, the London Money Market had become easier, and Consols for Money closed at 89½. The closing quotations for American Securities were thus: United States Five-twenties, 70½; Illinois Central Shares, 78½; Erie Railway Shares, 51½.

The Liverpool Cotton Market at the same date closed easier, the day's sales having been comparatively small, viz.: 8,000 bales. The total sales of the week, according to the Brokers' Circular, had been 125,000, or nearly 21,000 bales a day. Middlings closed at 14½d. per lb.

Breadstuffs were dull and declining. Western Mixed Corn was quoted at 28s. 6d.

### COMMERCIAL AND MISCELLANEOUS NEWS.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports are less this week both in general merchandise and in dry goods, being in the aggregate only \$4,407,005, against \$4,575,966 last week, and \$5,490,912 the previous week. The exports are \$2,930,151 this week, against \$2,042,566 last week, and \$2,335,610 the previous week. The exports of cotton the past week were 2,999 bales, against 2,772 bales last week. Included in the exports were 19,349 bbls. wheat flour, 936 bbls. rye flour, 5,441 bbls. corn meal, 31,340 bush. wheat, 33,414 bush. oats, 23,944 bush. barley, 630 bush. peas, 437,954 bush. corn, 1,025 pkgs. candles, 1,288 tons coal, 44 bales hops, 200 bbls. spirits turpentine, 5,433 bbls. rosin, 700 bbls. tar, 40 bbls. pitch, 77 galls. whale oil, 117 galls. sperm oil, 400 galls. linseed oil, 897 galls. lard oil, 992,175 galls. petroleum, 1,089 bbls. pork, 162 bbls. beef, 332 tes. beef, 44,074 lbs. cut-meats, 19,810 lbs. butter, 1,638,407 lbs. cheese, 96,182 lbs. lard, 12 bbls. rice, 12,644 lbs. tallow, 1,194 hhds. tobacco, 560 other pkgs. crude tobacco, 79,096 lbs. manufactured tobacco, 65,144 lbs. whalebone.

The following are the imports at New York for week ending (for dry-goods) Oct. 5, and for the week ending (for general merchandise) Oct. 6:

#### FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1863.	1864.	1865.	1866.
Dry goods.....	\$1,593,614	\$917,904	\$3,129,787	\$1,867,576
General merchandise.....	2,142,047	2,653,102	2,715,999	2,539,439
Total for the week.....	\$3,735,661	\$3,571,006	\$5,845,786	\$4,407,005
Previously reported.....	136,473,398	173,612,493	138,839,335	236,460,263
Since January 1.....	\$140,309,059	\$177,183,499	\$144,685,121	\$240,867,268

In our report of the dry-goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Oct. 8:

#### EXPORTS FROM NEW YORK FOR THE WEEK.

	1863.	1864.	1865.	1866.
For the week.....	\$2,229,534	\$3,622,356	\$3,418,527	\$2,930,151
Previously reported.....	133,156,630	166,175,040	117,501,963	145,328,783
Since January 1.....	\$135,386,184	\$169,797,396	\$130,219,890	\$148,258,934

In the commercial department will be found the official detailed statement of the imports and exports for the week.

The following will show the exports of specie from the port of New York for the week ending Oct. 6, 1866:

Oct. 3.—S.S. Java, Liv'—	Oct. 6.—S.S. N. York, Bremen—
Mexican silver.....	Foreign coin.....
American gold.....	
“ 6—S.S. C. of Paris, Liv'—	Total for the week.....
American gold.....	Previously reported.....
Gold & silver bars.....	Total since Jan. 1, 1866.....
Mexican gold.....	

**TREASURE FROM CALIFORNIA.**—The mail steamship Henry Chauncey, from Aspinwall, arrived at this port yesterday, bringing mails and treasure. The following is her treasure list:

Panama Railroad Co.....	\$17,949 73	Order.....	\$500,000 00
Duncan, Sherman & Co.....	46,511 84	Marcial & Co.....	300 00
Dabney, Morgan & Co.....	72,658 60	Ribon & Munoz.....	31,500 00
Eugene Kelly & Co.....	74,200 00	Meissner, Ackerman & Co.....	700 00
J. & W. Seligman & Co.....	61,400 00	Trevor & Colgate.....	4,602 00
Lees & Waller.....	179,000 00	Lazell, March & Gardiner.....	500 00
Wells, Fargo & Co.....	139,773 71	Solomon, Lazarus & Co.....	1,554 90
D. H. Temple.....	1,500 00	Total.....	\$1,174,349 87
Order.....	40,000 00		

The receipts of treasure from California since January 1, 1866, have been as follows:

Date.	Steamship.	At date.	To date.	Date.	Steamship.	At date.	To date.
Jan. 12	New York	\$685,610	\$685,610	May 31	Costa Rica	\$34,552	14,578,074
Jan. 19	H. Chauncey	799,706	1,485,316	June 9	New York	949,906	15,527,986
Feb. 1	Atlantic	944,878	2,430,198	June 20	Arizona	692,365	16,490,342
Feb. 9	New York	1,449,074	3,879,266	July 2	N. Light	1,617,899	18,038,247
Feb. 21	H. Chauncey	1,209,048	5,088,319	July 9	New York	1,429,533	19,468,076
Mar. 5	Costa Rica	1,469,286	6,557,602	July 21	Arizona	2,051,456	21,519,539
Mar. 12	New York	1,425,553	7,983,155	July 31	H. Chauncey	1,655,481	23,175,015
Mar. 23	Arizona	339,887	8,323,042	Aug. 21	Nor. Light	3,691,601	26,866,616
Mar. 31	H. Chauncey	673,615	9,046,657	Aug. 31	Arizona	1,386,058	28,252,674
Apr. 9	New York	729,862	9,776,469	Sept. 9	H. Chauncey	1,669,359	29,922,037
Apr. 20	Arizona	809,459	10,585,901	Sept. 19	New York	1,155,073	30,537,107
May 1	Costa Rica	1,318,271	11,904,199	Oct. 1	Arizona	1,109,537	31,646,644
May 9	New York	1,072,830	12,977,019	Oct. 12	H. Chauncey	1,174,249	32,820,893
May 21	Arizona	1,376,505	14,353,524				

**REPORT OF THE SECRETARY OF THE TREASURY FOR THE FISCAL YEAR ENDING JUNE 30, 1866.**—The following is the report of Secretary McCulloch for the fiscal year ending June 30, 1866:

WASHINGTON, Thursday, Oct. 11, 1866.

The fiscal year ending on the 30th of June, 1866, was one of great material prosperity to the Treasury Department. The respective balances for the commencement and conclusion of the year were as follows:

Cash on hand June 30, 1865.....	\$853,309 15
Cash on hand June 30, 1866.....	130,669,815 19
Net gain.....	\$129,816,506 04

If the gold in the national vaults, estimated in the foregoing figures at par, were expressed in currency figures, it would show a balance on hand at the conclusion of the year of over \$160,000,000.

The receipts and expenditures of the United States for the fiscal year are as follows:

RECEIPTS.	EXPENDITURES.
From Customs:	Civil, foreign, and miscellaneous:
Quart' end. Sept. 30. \$47,009,583 03	First quarter..... \$10,571,460 99
do do Dec. 31. 39,216,398 39	Second quarter..... 9,377,132 25
do do March 31. 46,645,597 83	Third quarter..... 9,248,063 17
do do June 30. 46,175,151 39	Fourth quarter..... 11,553,389 55
Total..... \$179,046,630 64	Total..... \$41,049,965 96
From Public Lands:	Pensions and Indians:
First quarter..... \$132,890 63	First quarter..... \$6,024,341 86
Second quarter..... 175,245 56	Second quarter..... 1,437,629 52
Third quarter..... 180,175 21	Third quarter..... 5,808,127 04
Fourth quarter..... 176,719 63	Fourth quarter..... 2,983,302 02
Total..... \$665,031 03	Total..... \$16,253,300 44
From Direct Tax:	War:
First quarter..... \$31,111 30	First quarter..... \$165,369,237 32
Second quarter..... 368,843 31	Second quarter..... 68,122,541 65
Third quarter..... 1,086,163 44	Third quarter..... 38,213,900 16
Fourth quarter..... 488,636 07	Fourth quarter..... 12,744,022 69
Total..... \$1,974,754 12	Total..... \$284,449,701 82
Internal Revenue:	Navy:
First quarter..... \$96,618,885 65	First quarter..... \$16,520,669 81
Second quarter..... 82,597,156 93	Second quarter..... 10,341,555 68
Third quarter..... 66,153,081 31	Third quarter..... 7,498,932 28
Fourth quarter..... 63,857,738 93	Fourth quarter..... 9,218,474 44
Total..... \$309,226,812 82	Total..... \$43,519,632 21
Miscellaneous:	Interest:
First quarter..... \$18,393,729 94	First quarter..... \$36,173,481 50
Second quarter..... 17,515,705 56	Second quarter..... 30,721,537 37
Third quarter..... 10,274,024 30	Third quarter..... 30,024,447 81
Fourth quarter..... 18,349,516 66	Fourth quarter..... 16,155,250 89
Total..... \$65,125,966 46	Total..... \$133,074,737 27

From these figures it appears that the receipts and expenditures of the year 1865-66 were as follows:

RECEIPTS.	EXPENDITURES.
From customs.....	Civil, foreign and mis. \$41,049,965 96
From public lands.....	Pensions and Indians..... 16,253,300 44
From direct tax.....	War..... 284,449,701 82
From internal revenue.....	Navy..... 43,519,632 21
From miscellaneous.....	Interest..... 133,074,737 27
Total.....	Total..... \$518,347,337 70
	Total receipts..... 556,039,195 06
	Total expenditures..... 518,347,337 70
	Excess of receipts..... \$37,691,857 36

But this excess of thirty-seven millions of receipts does not show the capacity of the country to pay off its debts, for it all occurred in the last few months. The war expenses of the first quarter were \$165,000,000; during the last quarter they had dwindled to \$12,000,000.

The expenditures of the War Department during the coming year would be over \$240,000,000, less than that of the past year, were it not for the Equalization Bounties Bill.

As compared with the fiscal year ending June 30, 1865, we find in the past year an increase of receipts from Internal Revenue of \$100,000,000, and of customs of \$95,000,000; while there has been a diminution of expenses for war of over \$750,000,000, and for the Navy of \$80,000,000. The year ending December 31, 1865, showed a deficiency of \$619,000,000; six months after that time, the year ending June 30, 1866, showed an excess of receipts over expenditures of nearly \$37,000,000.

**JAMES RIVER AND KANAWHA CANAL.**—The Richmond editors are getting impatient at the delay of the French Company to complete this work and asking if some other company cannot be induced to take hold of the enterprise. It is believed that the opening of this projected waterway would accomplish for Virginia what the Erie Canal has done for New York. The project is of importance not only to Virginia but to a broad interior seeking a cheap outlet for an enormous and constantly increasing production. Millions of bushels of wheat and corn are lost every year for want of facilities for reaching a market, the cost by existing routes being so excessive that producers can get no profits from their crops commensurate with the labor of producing. There is no doubt, indeed, that if this route could be completed at an early date, it would create a considerable revolution in the course of trade and be highly advantageous to the whole country.

We notice in our advertising columns the card of Mr. Henry H. Elliott, Banker and Proctor. Mr. Elliott manages estates for residents or non-residents, attends to the investment of money, takes charge of the property of travellers in their absence, furnishes travellers' credits, and gives attention to all business of this nature.

The formation of the firm of Messrs. John Bryan & Co., Bankers and Brokers, at No. 35 Broad street, is announced by their card in our columns of Bankers and Brokers.

Mr. J. Van Schaick, late of the firm of Bryan, Van Schaick & Co., continues business as a Banker and Stock Broker at 38 Broad street.

Messrs. Taussig, Fisher & Co., Bankers and Brokers, at 32 Broad street, offer inducements to the business public in the purchase and sale of several kinds of securities, which they make a specialty.

Mr. E. C. Stedman has resumed the Stock Commission business at 19 Broad street (room 44), where his stocks will be duly received and contracts executed.

## The Bankers' Gazette.

### BUSINESS AT THE STOCK BOARDS.

The following shows the description and number of shares sold at the Regular and Open Boards conjointly on each day and for the week ending on Friday.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week.
Bank Shares	110	266	277	125	150	315	1,243
Railroad shares, viz.:							
Central of New Jersey	100	100	100	100	100	100	600
Chicago & Alton	100	100	100	100	100	100	600
Chicago, Burlington & Q.	50	50	50	50	50	50	300
Chicago & Great Eastern	100	100	100	100	100	100	600
Chicago & Milwaukee	100	100	100	100	100	100	600
Chicago & Northwestern	100	100	100	100	100	100	600
Chicago, E. Isl. & Pacific	100	100	100	100	100	100	600
Cleveland, Col. & Cin.	100	100	100	100	100	100	600
Cleveland & Pittsburgh	100	100	100	100	100	100	600
Cleveland and Toledo	100	100	100	100	100	100	600
Delaware, Lacka. & West.	100	100	100	100	100	100	600
Erie Railway	100	100	100	100	100	100	600
Hannibal & St. Joseph	100	100	100	100	100	100	600
Hudson River	100	100	100	100	100	100	600
Illinois Central	100	100	100	100	100	100	600
Marietta & Cincinnati	100	100	100	100	100	100	600
Michigan Central	100	100	100	100	100	100	600
Michigan Southern	100	100	100	100	100	100	600
Mil. & Prairie du Chien	100	100	100	100	100	100	600
Milwaukee & St. Paul	100	100	100	100	100	100	600
New York Central	100	100	100	100	100	100	600
New York & New Haven	100	100	100	100	100	100	600
Ohio & Mississippi (\$100)	100	100	100	100	100	100	600
Pitts., Ft. Wayne & Chic.	100	100	100	100	100	100	600
Reading	100	100	100	100	100	100	600
St. Louis, Alton & T. H.	100	100	100	100	100	100	600
Stonington	100	100	100	100	100	100	600
Toledo, Wabash & West'n	100	100	100	100	100	100	600
Miscellaneous shares, viz.:							
Adams Express	100	100	100	100	100	100	600
American Express	100	100	100	100	100	100	600
Ashburton Coal	100	100	100	100	100	100	600
Atlantic Mail	100	100	100	100	100	100	600
Brunswick Land	100	100	100	100	100	100	600
Boston Water Power	100	100	100	100	100	100	600
Bull-r Coal	100	100	100	100	100	100	600
Canton	100	100	100	100	100	100	600
Central American Transit	100	100	100	100	100	100	600
Central Coal	100	100	100	100	100	100	600
Cumberland Coal	100	100	100	100	100	100	600
Delaware & Hud. Canal	100	100	100	100	100	100	600
Mariposa	100	100	100	100	100	100	600
Pacific Mail	100	100	100	100	100	100	600
Pennsylvania Coal	100	100	100	100	100	100	600
Quicksilver	100	100	100	100	100	100	600
Schuykill Coal	100	100	100	100	100	100	600
Smith & Farmelee Gold	100	100	100	100	100	100	600
Spruce Hill Coal	100	100	100	100	100	100	600
Union Navigation	100	100	100	100	100	100	600
Western Union Telegraph	100	100	100	100	100	100	600
" Russian	100	100	100	100	100	100	600
Wilkesbarre Coal	100	100	100	100	100	100	600

The volume of transactions in shares at the two Boards, comparatively, for each day of the two last weeks, and the total for the same weeks, is shown by the following statement:

	Reg. Board.	Open Board.	Both Boards.
Last week.	Prev's week.	Last week.	Prev's week.
Saturday	30,540	36,081	41,050
Monday	36,303	80,325	38,430
Tuesday	39,010	59,848	41,800
Wednesday	52,290	68,110	55,100
Thursday	43,532	77,307	46,300
Friday	77,537	64,915	69,900
Total of week	384,313	386,276	392,580

The transactions in shares weekly since the 25th of May are shown in the following statement:

	Reg. Board.	Open Board.	Both Boards.
Last week.	Prev's week.	Last week.	Prev's week.
May 25	328,080	454,381	682,461
June 1 (5 days)	328,873	380,306	609,179
June 8	204,080	278,850	482,930
June 15	126,591	268,910	395,501
June 22	150,384	238,680	389,544
June 29	119,437	165,500	284,937
July 6 (4 days)	113,413	110,300	223,713
July 13	302,529	227,640	436,169
July 20	167,471	260,300	427,771
July 27	121,265	185,532	306,817
August 3	225,075	204,156	429,231

The Government, State, &c., bonds sold at the two Boards, daily, last week, are given in the following statement:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week.
U. S. 6's, 1881	\$4,000	\$28,000	\$135,000	\$42,000	\$108,500	\$100,000	\$318,500
U. S. 6's (5-20's)	71,500	703,500	38,000	468,500	601,500	\$1,000	1,981,000
U. S. 6's (old)	5,100	5,000	25,000	1,000	61,500	10,000	45,100
U. S. 5's (10-40's)	7,000	880,500	25,000	1,000	61,500	10,000	475,000
U. S. 5's (old)	1,000	2,000	30,000	80,000	91,500	140,400	33,000
U. S. 7-30 notes	11,500	152,250	8,500	76,550	91,500	140,400	430,700

State bonds, viz.:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week.
California 7's	4,000	5,000	11,000	20,000	20,000	20,000	80,000
Illinois 6's	4,000	2,000	1,000	1,000	1,000	1,000	10,000
Kentucky 6's	4,000	1,000	1,000	1,000	1,000	1,000	6,000
Louisiana 6's	4,000	1,000	1,000	1,000	1,000	1,000	6,000
Minnesota 8's	2,000	1,000	1,000	1,000	1,000	1,000	6,000
Missouri 6's	23,000	10,000	37,000	52,000	2,000	2,000	124,000
N.Y. State 5's	20,000	8,000	1,000	1,000	1,000	1,000	32,000
N.Y. State 6's	9,000	8,000	1,000	1,000	1,000	1,000	28,000
N.Y. State 7's	17,000	1,000	1,000	1,000	1,000	1,000	21,000
N. Carolina 6's	17,000	13,000	34,000	73,500	6,500	1,000	145,000
Tennessee 6's	23,000	32,000	6,000	64,000	160,000	84,000	315,000
Virginia 6's	26,000	106,000	2,000	1,000	1,000	1,000	135,000

The following is a summary of the amount of Governments, State and City securities, and railroad bonds, sold on each day:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Week.
U. S. Bonds	\$83,600	\$1,139,000	\$193,000	\$332,400	\$794,500	\$110,000	\$2,849,500
U. S. Notes	11,500	152,250	8,500	76,550	91,500	140,400	430,700
State & City b'ds	76,000	126,000	158,000	187,500	164,500	102,500	814,500
Railroad Bonds	21,500	23,000	14,500	21,500	22,000	17,000	119,500

Total of week.. \$197,600 1,420,250 479,000 825,050 1,073,500 369,900 4,264,300

The totals of each class of securities sold in the first nine months of the year are shown in the statement which follows:

	Governments.	Notes.	State, &c.	Railroad.	Total.
	Bonds.	Bonds.	Bonds.	Bonds.	amount.
January	\$4,327,200	\$3,340,100	\$952,900	\$3,035,500	\$12,155,700
February	3,846,500	2,591,900	1,691,500	1,692,100	9,822,000
March	3,931,300	3,006,700	2,903,600	781,240	10,622,840
April	5,798,300	3,739,650	1,679,500	638,700	12,056,150
May	8,002,300	2,283,350	1,238,600	731,900	12,279,450
June	7,463,800	2,485,250	1,614,000	515,700	12,078,750
July	10,476,250	2,198,750	1,633,000	455,500	14,763,500
August	10,937,850	2,577,000	1,986,900	993,000	16,544,750
September	6,451,300	2,425,350	2,984,000	879,200	12,739,850

and for the weeks ending on Friday—

	Governments.	Notes.	State, &c.	Railroad.	Total.
	Bonds.	Bonds.	Bonds.	Bonds.	amount.
Sept. 7	\$2,354,200	\$1,002,750	\$514,500	\$197,700	\$4,069,100
Sept. 14	1,456,000	730,900	516,000	179,500	2,912,400
Sept. 21	1,174,800	251,500	791,000	207,500	2,424,800
Sept. 28	1,254,300	432,750	1,061,500	259,500	3,008,050
Oct. 5	1,631,400	308,500	793,000	239,200	2,972,100
Oct. 12	2,842,600	450,700	814,500	119,500	4,264,300

FRIDAY, P. M., Oct. 12.

**THE MONEY MARKET.**—There has been no change of note in the course of monetary affairs during the week. The demand for call loans has been very active, owing to the large transactions at the Stock Boards and Gold Room, but with no corresponding change in the rate of interest, 4 per cent. having been the prevailing rate. Discounts are still comparatively quiet, notwithstanding the steady activity in the several branches of wholesale trade.

The course of exchange with the Western cities appears to be turning in favor of New York, exchange being reported somewhat scarce at Cincinnati and Chicago, with a corresponding stiffening of rates.

The banks, at present, depend to an unusual extent upon stock speculation for the employment of their balances. It is one of the most significant indications of the extreme abundance of money that, with an extent of speculation never before equalled, the demand from brokers has no apparent effect in putting up the rate of discount. Last week the exchanges at the Clearing House reached the immense aggregate of \$829,000,000, which is about 60 per cent. over the average transactions; the figures for this week will probably not approach that amount.

The following are the quotations for loans of various classes:

	Per cent.	Per cent.	
Call loans	4 @ —	Good endorsed bills, 3 & 4 months	5 @ 6
Loans on bonds & mort.	6 @ 7	do single names	6 @ 7
Prime endorsed bills, 2 months	4 1/2 @ —	Lower grades	9 @ 12

**UNITED STATES SECURITIES.**—Governments show a more general activity. At the close of last week large amounts of old Five-twenties were bought up on speculation, part of which has been

held off the market since, causing a firmness in quotations. The suspension of intercourse through the cable has kept the market in suspense, and has probably prevented an advance in old Five-twenties, which it is understood was to have been attempted through manipulating the markets of London and New York at the same time. From the comparative prices given below it will be seen that gold-bearing bonds are  $\frac{1}{2}$  to  $\frac{3}{4}$  above the closing quotations of last week.

Conversions of the Seven-thirty notes, due August, 1867, into Five-twenties, continue to be made at the Treasury Department at the rate of something less than \$4,000,000 per week. There are now outstanding about \$270,000,000 of this issue of Seven-thirties.

The following statement, compiled from official returns, will show the reduction of the public debt during the last twelve months:

October 1, 1865.....	\$2,744,947,736	April 1, 1866.....	\$2,705,646,516
November 1, ".....	2,740,854,758	May 1, ".....	2,689,689,842
December 1, ".....	2,714,633,814	June 1, ".....	2,670,288,367
January 1, 1866.....	2,716,581,536	August 1, ".....	2,635,698,276
February 1, ".....	2,716,398,153	September 1, ".....	2,595,683,163
March 1, ".....	2,711,850,000	October 1, ".....	2,573,338,941

The following are the closing prices of leading securities, compared with preceding weeks:

	Sep. 7.	Sep. 14.	Sep. 21.	Sep. 28.	Oct. 5.	Oct. 12.
U. S. 6's, 1881 coup.....	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
U. S. 5-20's, 1862 coupons.....	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	113 $\frac{1}{2}$
U. S. 5-20's, 1864 ".....	109	108 $\frac{1}{2}$	108 $\frac{1}{2}$	109	109 $\frac{1}{2}$	110 $\frac{1}{2}$
U. S. 5-20's, 1865 ".....	108 $\frac{1}{2}$	1-8 $\frac{1}{2}$	108 $\frac{1}{2}$	109	109 $\frac{1}{2}$	110 $\frac{1}{2}$
U. S. 10-40's, ".....	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	100 $\frac{1}{2}$
U. S. 7-30's 1st series.....	106 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$
U. S. 7-30's 2d series.....	105 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106
U. S. 7-30's 3rd series.....	105 $\frac{1}{2}$	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106

The total transactions in Government securities at the Stock Exchange for the last six days foot up \$1,989,960, against \$3,330,300 for the week previous.

**RAILROAD AND MISCELLANEOUS STOCKS.**—The week opened with a reaction from the extraordinary speculative activity of last week. The approach of the Erie election appeared to produce an expectation that the market would decline on the result being reached, and there was consequently a general effort to realise, under which prices fell off 2@4 per cent. After the election, Erie declined to 82, but this result having been anticipated, there was no consequent further decline. On the contrary, buyers were attracted by the fall, and prices have since gradually advanced, being at the close of to-day's business 2@3 per cent. above those of last Friday. The apparent weakness of the market at the beginning of the week encouraged "short" operations, and the market may be safely pronounced more largely over-sold than a week ago. It would appear to be the policy of the leading operators to run up prices still higher, so as to increase the line of "shorts," that being their principal reliance for unloading themselves of the immense accumulation of stocks they are now carrying.

The volume of transactions, though large, is not equal to the extraordinary totals of last week, as will appear from the following statement of the number of shares sold during the six days at both Boards:

	Last week.	Prev. week.
Regular Board.....	284,213	386,276
Open Board.....	292,580	454,600
Both Boards.....	576,793	840,876

The transactions in bonds at the Stock Exchange are also materially below those of last week, as appears from the following comparison:

	Last week.	Prev. week.
U. S. Bonds.....	\$1,651,100	\$2,849,600
U. S. Notes.....	308,500	486,700
State and City Bonds.....	768,000	814,500
Railroad Bonds.....	239,300	119,500
Total.....	\$2,967,100	\$4,264,300

The following are the closing quotations of to-day, compared with those of the six preceding weeks:

	Aug. 31.	Sep. 7.	Sep. 14.	Sep. 21.	Sep. 28.	Oct. 5.	Oct. 12.
Cumberland Coal.....	47 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	48	55 $\frac{1}{2}$	53 $\frac{1}{2}$	58 $\frac{1}{2}$
Quicksilver.....	49 $\frac{1}{2}$	50 $\frac{1}{2}$	51 $\frac{1}{2}$	52	53 $\frac{1}{2}$	55 $\frac{1}{2}$	54 $\frac{1}{2}$
Canton Co. ....	52 $\frac{1}{2}$	53 $\frac{1}{2}$	54 $\frac{1}{2}$	55	56 $\frac{1}{2}$	57 $\frac{1}{2}$	58 $\frac{1}{2}$
Mariposa pref.....	98	98 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
New York Central.....	103 $\frac{1}{2}$	103 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	114 $\frac{1}{2}$	116	118 $\frac{1}{2}$
Erie.....	73 $\frac{1}{2}$	71	72 $\frac{1}{2}$	75 $\frac{1}{2}$	79 $\frac{1}{2}$	9 $\frac{1}{2}$	83 $\frac{1}{2}$
Hudson River.....	120 $\frac{1}{2}$	122	120 $\frac{1}{2}$	120 $\frac{1}{2}$	124 $\frac{1}{2}$	122 $\frac{1}{2}$	122 $\frac{1}{2}$
Reading.....	118 $\frac{1}{2}$	114	115 $\frac{1}{2}$	115	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Mich. Southern.....	84 $\frac{1}{2}$	84	83 $\frac{1}{2}$	85 $\frac{1}{2}$	8 $\frac{1}{2}$	89 $\frac{1}{2}$	90 $\frac{1}{2}$
Michigan Central.....	112	111	118	118	114 $\frac{1}{2}$	114	117 $\frac{1}{2}$
Clev. and Pittsb.....	86 $\frac{1}{2}$	86 $\frac{1}{2}$	87	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	93 $\frac{1}{2}$
Clev. and Toledo.....	115 $\frac{1}{2}$	114 $\frac{1}{2}$	116	117 $\frac{1}{2}$	121 $\frac{1}{2}$	122 $\frac{1}{2}$	127 $\frac{1}{2}$
Northwestern.....	35 $\frac{1}{2}$	35 $\frac{1}{2}$	34 $\frac{1}{2}$	35 $\frac{1}{2}$	37 $\frac{1}{2}$	42 $\frac{1}{2}$	46 $\frac{1}{2}$
" preferred.....	67 $\frac{1}{2}$	66 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	71	73 $\frac{1}{2}$	75 $\frac{1}{2}$
Rock Island.....	108 $\frac{1}{2}$	109	109	111	113	107 $\frac{1}{2}$	108 $\frac{1}{2}$
Fort Wayne.....	104 $\frac{1}{2}$	104 $\frac{1}{2}$	105	105 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	109 $\frac{1}{2}$
Illinois Central.....	123 $\frac{1}{2}$	122	122 $\frac{1}{2}$	121 $\frac{1}{2}$	123 $\frac{1}{2}$	125	125

**THE GOLD MARKET.**—The course of gold has been steadily upward. Much of the supply has been held off the market, with a view to forcing up the premium, and thereby encouraging "short" contracts; but the bait appears not to have been taken, and the stratagem has been unsuccessful. About the middle of the week

the clique operating for a higher premium became sellers to the extent of about 2 $\frac{1}{2}$  millions. On Thursday a despatch appeared in the morning papers, copied from the *Philadelphia Ledger*, stating that the President had requested the opinion of the Attorney-General as to the legality of the present Congress, which was followed by an advance from 151 to 153 $\frac{1}{2}$ . The rumor was subsequently contradicted, upon which the price this morning opened at 150 $\frac{1}{2}$ ; speculative purchases during the day, however, run up the quotation to 153 $\frac{1}{2}$ . The closing price is 153 $\frac{1}{2}$ .

The following have been the highest and lowest quotations for gold on each of the last six days:

	Lowest.	Highest.		Lowest.	Highest.
Oct. 6.....	148 $\frac{1}{2}$	149 $\frac{1}{2}$	Oct. 10.....	149 $\frac{1}{2}$	151 $\frac{1}{2}$
Oct. 8.....	148 $\frac{1}{2}$	149 $\frac{1}{2}$	Oct. 11.....	151	153 $\frac{1}{2}$
Oct. 9.....	148 $\frac{1}{2}$	149 $\frac{1}{2}$	Oct. 12.....	150 $\frac{1}{2}$	153 $\frac{1}{2}$

The total export of specie last week amounted to \$296,790.

The imports of specie from Europe, from the 1st to the 6th Oct., amounted to \$755,758.

Yesterday, the steamer Henry Chauncey, from Aspinwall, brought \$1,174,249 in treasure.

The transactions at the Custom House and the office of the United States Assistant Treasurer, for last week, were as follows:

	Custom House.	Sub-Treasury.
	Receipts.	Payments.
Oct. 1.....	\$389,354 77	\$1,440,906 39
" 2.....	330,359 22	879,023 22
" 3.....	409,584 14	1,055,642 77
" 4.....	321,572 07	933,540 12
" 5.....	267,540 63	2,284,949 27
" 6.....	547,923 91	772,138 88

Total..... \$2,366,334 80 \$7,766,499 65

Balance in Sub-Treasury morning of Oct. 1..... \$7,842,831 85

Deduct payments during the week..... \$98,055,101 06

Balance on Saturday evening..... \$7,766,499 65

Decrease during the week..... \$90,388,601 41

Total amount of gold certificates issued, \$2,382,000. Included in the receipts of customs were \$342,000 in gold, and \$1,924,334 in gold certificates.

The following table shows the aggregate transactions at the Sub-Treasury since July 7:

Weeks Ending	Custom House.	Sub-Treasury.	Changes in Balances.
	Payments.	Receipts.	Balances.
July 7.....	\$2,471,636	\$18,039,083	\$35,254,144
" 14.....	2,436,296	10,184,139	16,366,534
" 21.....	2,480,149	16,472,438	13,797,169
" 28.....	2,926,884	19,632,106	14,013,440
Aug. 4.....	2,794,658	22,015,194	18,578,536
" 11.....	2,676,351	5,885,332	9,747,042
" 18.....	2,461,876	11,362,302	13,639,422
" 25.....	3,063,803	16,709,883	23,900,447
Sept. 1.....	3,199,168	47,307,365	34,094,678
" 8.....	3,222,365	16,830,266	19,058,718
" 15.....	3,105,457	19,047,272	21,568,121
" 22.....	2,399,270	5,680,903	12,453,160
" 29.....	2,576,717	25,338,192	19,223,924
Oct. 6.....	2,366,334	7,766,499	10,212,369

**FOREIGN EXCHANGE.**—The continued high price of gold has checked transactions in foreign bills, and the rates of exchange have still further declined. Some of the importers have procured an extension of their bills against their Fall importations, in the expectation that they may ultimately be able to buy exchange with lower prices for gold. A large amount of remittances are deferred until after the effect of the disbursement of November coupons is felt upon the gold market.

The following are the closing quotations for the several classes of foreign bills, compared with those of the three last weeks:

	Sept. 14.	Sept. 28.	Oct. 5.	Oct. 12.
London Comm'l.....	105 $\frac{1}{2}$ @ 106	106 $\frac{1}{2}$ @ 107 $\frac{1}{2}$	106 $\frac{1}{2}$ @ 107	105 $\frac{1}{2}$ @ 106 $\frac{1}{2}$
do bkrs' long.....	107 @ 107 $\frac{1}{2}$	108 @ 108 $\frac{1}{2}$	107 $\frac{1}{2}$ @ 108	106 $\frac{1}{2}$ @ 107 $\frac{1}{2}$
do do short.....	108 @ 108 $\frac{1}{2}$	109 @ 109 $\frac{1}{2}$	108 $\frac{1}{2}$ @ 109 $\frac{1}{2}$	107 $\frac{1}{2}$ @ 108 $\frac{1}{2}$
Paris, long.....	5.26 $\frac{1}{2}$ @ 5.25	5.25 @ 5.22 $\frac{1}{2}$	5.22 $\frac{1}{2}$ @ 5.21 $\frac{1}{2}$	5.26 $\frac{1}{2}$ @ 5.25
do short.....	5.22 $\frac{1}{2}$ @ 5.21 $\frac{1}{2}$	5.21 $\frac{1}{2}$ @ 5.20	5.20 @ 5.18 $\frac{1}{2}$	5.22 $\frac{1}{2}$ @ 5.21 $\frac{1}{2}$
Antwerp.....	5.28 $\frac{1}{2}$ @ 5.27 $\frac{1}{2}$	5.27 $\frac{1}{2}$ @ 5.25	5.25 @ 5.23 $\frac{1}{2}$	5.30 @ 5.28 $\frac{1}{2}$
Swiss.....	5.25 $\frac{1}{2}$ @ 5.24 $\frac{1}{2}$	5.24 $\frac{1}{2}$ @ 5.22 $\frac{1}{2}$	5.22 $\frac{1}{2}$ @ 5.20	5.30 @ 5.28 $\frac{1}{2}$
Hamburg.....	35 $\frac{1}{2}$ @ 35 $\frac{1}{2}$	35 $\frac{1}{2}$ @ 35 $\frac{1}{2}$	35 $\frac{1}{2}$ @ 35 $\frac{1}{2}$	35 $\frac{1}{2}$ @ 35 $\frac{1}{2}$
Amsterdam.....	41 @ 41	41 @ 41	41 @ 41	40 $\frac{1}{2}$ @ 40 $\frac{1}{2}$
Frankfort.....	41 @ 41	41 @ 41	41 @ 41	40 $\frac{1}{2}$ @ 40 $\frac{1}{2}$
Bremen.....	77 $\frac{1}{2}$ @ 78	77 $\frac{1}{2}$ @ 78	77 $\frac{1}{2}$ @ 78	77 $\frac{1}{2}$ @ 77 $\frac{1}{2}$
Berlin.....	71 @ 71	71 $\frac{1}{2}$ @ 72	71 $\frac{1}{2}$ @ 71	71 @ 71 $\frac{1}{2}$

**NEW YORK CITY BANKS.**—The following statement shows the condition of the Associated Banks of the City of New York for the week ending with the commencement of business on Oct. 6, 1866:

	Loans and discounts.	Average amount of Specie.	Circulation.	Net deposits.	Legal Tender.
New York.....	\$7,944,291	\$1,446,800	\$729,897	\$2,321,006	\$4,199,099
Manhattan.....	6,421,117	843,254	12,512	5,699,590	2,137,295
Merchants'.....	7,896,336	645,133	637,134	6,145,155	2,654,283
Mechanics'.....	6,276,133	87,482	535,430	4,787,966	1,591,513
Union.....	4,927,890	87,846	447,781	3,536,065	1,110,574
America.....	10,031,399	707,364	2,710	8,968,240	2,892,941
Phoenix.....	4,533,770	144,976	292,500	2,858,325	1,158,511
Tradesmen's.....	3,870,548	508,506	7,236,816	1,215,965	1,215,965
Fulton.....	2,939,081	22,459	663,625	2,010,455	942,112
Chemical.....	2,932,385	133,312	19,195	2,454,760	2,128,229
	5,379,954	315,268	18,118	5,871,375	3,238,358

Merch's Exchange	3,740,592	34,898	454,081	2,961,470	864,866
National	2,780,789	143,698	499,140	1,178,166	631,802
Butch. & Drovers	2,483,414	19,392	241,539	2,016,303	541,666
Mech's & Traders	1,907,176	39,500	105,000	1,582,906	330,445
Greenwich	1,133,159	8,863	5,539	959,227	368,153
Leather Manufact's	3,440,784	127,814	168,500	2,908,285	1,208,277
Seventh Ward	1,152,080	20,347	174,172	855,949	600,201
State of N. York	5,388,984	93,295	10,395	5,778,577	9,949,799
American Ex'g	12,224,248	355,676	988,045	7,761,975	3,138,348
Commerce	25,142,410	314,140	4,609,090	9,759,594	5,651,349
Broadway	5,472,305	34,144	900,000	4,767,664	1,910,339
Ocean	3,685,136	32,255	795,902	3,388,739	1,171,797
Mercantile	3,586,207	30,484	482,810	3,219,172	1,137,785
Pacific	1,553,517	15,008	123,542	1,539,708	570,734
Republic	5,061,489	125,934	557,950	4,444,734	1,515,432
Chatham	2,003,419	21,817	131,085	2,041,171	588,058
People's	1,496,353	10,938	7,144	1,356,771	257,102
North America	2,808,930	91,882	322,617	2,554,505	1,271,118
Hanover	2,672,894	39,949	293,257	1,594,382	446,681
Irving	1,629,000	9,000	196,180	1,513,000	428,000
Metropolitan	10,153,935	31,636	1,115,233	6,700,124	2,956,000
Citizens'	1,509,781	16,850	131,807	1,461,363	519,969
Nassau	1,924,915	105,546	4,508	1,675,576	760,885
Market	2,945,785	48,810	504,800	2,389,101	865,730
St. Nicholas	2,832,429	24,952	757,678	1,314,735	591,582
Shoe and Leather	5,886,800	11,857	898,000	3,985,600	1,304,500
Corn Exchange	4,174,883	15,088	12,412	3,151,743	387,000
Continental	3,945,179	90,927	550,536	2,135,974	532,000
Commonwealth	2,958,521	32,866	212,927	2,586,408	1,277,700
Oriental	1,184,850	10,311	25,968	1,059,134	258,141
Marine	1,513,239	44,755	265,000	1,710,493	701,600
Atlantic	1,480,679	9,980	95,500	1,361,737	380,651
Imp. & Traders	5,365,776	47,655	505,838	4,567,248	1,430,121
Park	15,654,226	102,769	1,000,000	20,005,346	7,081,027
Mech. Bank's As'n	1,307,339	9,978	307,750	1,408,770	485,516
Grocers	1,235,442	1,146	131,133	1,367,323	491,969
North River	1,635,065	21,071	11,958	1,373,793	290,970
East River	1,039,552	2,268	283,500	640,795	222,435
Manuf. & Merch's	1,718,936	9,635	1,100	1,324,715	293,681
Fourth National	18,538,099	32,266	2,826,255	14,972,436	4,367,881
Central	14,820,866	15,165	1,620,000	15,034,141	3,807,254
Second National	1,364,679	270,000	1,176,381	1,176,381	419,374
Ninth National	7,041,305	9,973	945,585	8,375,343	7,732,457
First National	2,741,740	30,992	47,189	3,579,317	1,921,106
Third National	3,930,051	30,365	797,021	3,401,053	1,153,619
N. Y. Exchange	7-9-396	4,913	268,196	848,247	307,888
Tenth National	2,566,500	3,500	912,900	1,487,320	840,400
Dry Dock	117,880	4,665	13,001	271,313	46,000
Bull's Head	1,378,678	7,143	31,068	1,479,362	...

Totals	\$74,210,161	\$6,303,698	\$29,302,358	\$228,484,370	\$86,330,679
Clearings for the week ending Sept. 29, 1866	...	...	...	\$73,734,294	66
Clearings for the week ending Oct. 6, 1866	...	...	...	829,081,739	58
Balances for the week ending Sept. 29, 1866	...	...	...	24,125,206	52
Balances for the week ending Oct. 6, 1866	...	...	...	27,948,653	97

The deviations from the returns of the previous week are as follows:

Loans	Inc. \$4,402,778	Deposits	Inc. \$5,147,535
Specie	Dec. 1,440,362	Legal Tenders	Dec. 2,336,342
Circulation	Inc. 88,408		

The several items compare as follows with the returns of previous weeks:

	Loans	Specie	Circulation	Deposits	Legal Tenders	Aggregate
July 7	\$257,534,833	\$2,585,265	\$27,326,530	\$205,799,611	\$79,541,638	\$511,182,914
July 14	259,133,494	12,451,634	27,304,172	207,190,043	75,541,977	637,655,787
July 21	255,965,018	10,890,147	27,779,080	213,048,079	80,524,992	598,708,726
July 28	256,612,071	9,701,046	27,349,312	214,529,928	84,705,814	489,334,065
Aug. 4	256,808,717	9,448,900	27,311,549	214,154,705	86,335,073	623,226,811
Aug. 11	258,263,063	8,424,309	27,528,522	214,232,263	86,861,834	494,810,975
Aug. 18	261,951,924	7,545,513	27,796,904	214,310,576	84,800,071	554,655,346
Aug. 25	265,901,065	6,834,077	27,938,464	218,119,450	86,283,483	617,950,330
Sept. 1	275,399,607	6,381,600	27,307,334	225,191,252	92,622,508	586,864,052
Sept. 8	268,941,663	7,455,910	28,506,288	225,107,961	90,194,254	591,403,135
Sept. 15	270,806,504	7,357,369	29,360,312	224,844,947	90,723,292	627,299,792
Sept. 22	272,177,166	7,662,611	29,770,381	224,394,663	90,428,139	605,390,424
Sept. 29	269,807,383	7,643,960	29,213,960	223,386,785	87,326,021	575,734,394
Oct. 6	274,210,161	6,303,698	29,302,358	223,484,370	85,339,679	629,081,739

PHILADELPHIA BANKS.—The following comparative statement shows the average condition of the leading items of the Philadelphia Banks for the last and previous weeks:

	Sept. 29	Oct. 6	
Capital	\$14,842,150	\$14,842,150	
Loans	51,037,567	51,242,292	Increase... \$204,725
Legal Tenders	24,073,965	24,011,480	Decrease... 62,485
Specie	788,024	769,272	Decrease... 18,752
Deposits	43,693,875	43,800,433	Increase... 106,558
Circulation	9,598,497	9,631,883	Increase... 33,386

The following comparison shows the condition of the Philadelphia Banks at stated periods:

Date	Legal Tenders	Loans	Specie	Circulation	Deposits
July 7	\$20,546,695	\$48,892,594	\$866,931	\$9,431,664	\$38,275,788
July 14	20,311,668	49,493,405	852,773	9,442,146	37,707,567
July 21	21,312,504	49,009,316	849,770	9,427,363	37,575,500
July 28	20,992,876	48,935,087	826,066	9,432,473	37,270,884
Aug. 4	20,393,826	49,612,529	835,978	9,543,472	37,629,226
Aug. 11	20,060,536	45,164,321	811,239	9,566,738	36,942,811
Aug. 18	19,863,685	48,530,454	807,071	9,575,534	36,025,388
Aug. 25	20,412,333	48,591,763	806,815	9,589,574	34,102,697
Sept. 1	24,040,254	50,095,890	806,815	9,608,410	41,004,908
Sept. 8	24,134,918	50,380,068	826,345	9,606,817	41,083,120
Sept. 15	24,528,338	49,889,015	802,922	9,601,273	43,839,971
Sept. 22	24,908,925	50,787,371	788,024	9,598,497	43,800,433
Sept. 29	24,073,965	51,037,567	769,272	9,631,883	43,800,433
Oct. 6	24,011,480	51,242,292	769,272	9,631,883	43,800,433

BOSTON BANKS.—The statement of the Boston Banks for the week ending October 8 compares thus with the preceding weeks:

	Oct. 8	Oct. 1	Sept. 24
Capital	\$41,900,000	\$41,900,000	\$41,900,000
Loans	94,708,912	93,676,888	93,825,673
Specie	250,638	277,906	316,771
Legal tender notes	20,612,639	21,087,890	20,974,159
Deposits	43,068,520	43,095,214	40,074,989
Circulation (National)	24,320,124	24,328,047	24,344,545
Circulation (State)	340,977	343,430	336,465

Below we give the comparative totals for each week for the last three months:

	Aug. 6	Loans	Specie	Tenders	Deposits	Circulation
Aug. 6	96,672,749	918,779	22,432,317	40,549,379	24,118,705	829,960
" 13	95,771,749	226,241	21,101,481	39,192,630	24,104,997	202,734
" 20	94,915,075	333,670	20,317,159	38,619,847	24,290,816	868,168
" 27	94,819,253	322,033	21,688,693	39,025,518	24,262,817	863,405
Sept. 3	95,387,508	264,563	22,071,251	39,556,550	24,240,925	844,773
" 10	94,878,709	314,304	21,580,730	39,149,497	24,235,875	856,075
" 17	94,788,368	328,890	20,303,416	38,357,206	24,343,328	851,401
" 24	93,825,673	316,771	20,977,354	40,014,159	24,344,545	836,465
Oct. 1	93,676,883	277,806	21,037,850	42,095,214	24,238,047	842,408
Oct. 8	94,708,912	250,638	20,612,639	40,095,214	24,329,134	840,977

\* No returns from the Traders' Bank.

FOREIGN BANKING.—The following is the return of the Bank of England for the week ending Sept. 19, 1866:

ISSUE DEPARTMENT.			
Notes issued.....	£30,158,035	Government debt.....	£11,015,100
		Other securities .....	3,984,900
		Gold coin and bullion...	15,158,035
	£30,158,035		£30,158,035

BANKING DEPARTMENT.			
Proprietors' capital .....	£14,553,000	Gov. Securities, (including dead weight annuity) ..	£11,711,728
Res. ....	4,100,105	Other securities .....	22,133,554
Public deposits. ....	5,551,717	Notes .....	6,431,335
Other deposits .....	16,921,755	Gold and silver coin .....	1,065,481
Seven day and other bills.	615,516		
	£41,742,093		£41,742,093

The preceding accounts, compared with those of last week, exhibit—

	Increase	Decrease		Increase	Decrease
Circulation	£192,048		Bullion	£248,739	£
Public Deposits	£296,359		Reserve	102,083	
Other Deposits	286,642			404,094	
Other Securities	355,357				

## BANK STOCK LIST.

COMPANIES.	CAPITAL.	DIVIDEND.	FRIDAY.
(Marked thus * are not National.)	Amount.	Periods.	Last Paid.
America*	3,000,000	Jan. and July	July '66
America (Jer. City)	25	100,000	Jan. and July
American	100	500,000	Jan. and July
American Exchange	100	5,000,000	May and Nov.
Atlantic	100	300,000	Jan. and July
Atlantic (Brooklyn)	50	500,000	Jan. and July
Bowery	100	250,000	Jan. and July
Brooklyn	25	1,000,000	Jan. and July
Bull's Head*	50	300,000	Quarterly
Butchers & Drovers	25	800,000	Jan. and July
Central	100	3,000,000	May and Nov.
Central (Brooklyn)	50	200,000	Jan. and July
Chatham	25	450,000	Jan. and July
Chemical	100	300,000	Quarterly
Citizens'	25	400,000	Jan. and July
City	100	1,000,000	May and Nov.
City (Brooklyn)	50	300,000	Jan. and July
Commerce	100	10,000,000	Jan. and July
Commonwealth	100	750,000	Jan. and July
Continental	100	2,000,000	Jan. and July
Corn Exchange*	100	1,000,000	Feb. and Aug.
Croton	100	300,000	Jan. and July
Currency	100	100,000	Quarterly
Dry Dock*	30	300,000	Jan. and July
East River	50	350,000	Jan. and July
Elgin	100	250,000	Jan. and July
Fourth	100	150,000	Jan. and July
First	100	500,000	May and Nov.
First (Brooklyn)	100	Jan. and July	July '66
Fourth	100	5,000,000	Jan. and July
Fulton	30	600,000	May and Nov.
Far. & Cit. (Wm'bg)	20	160,000	Jan. and July
Gallatin	100	1,500,000	Apr. and Oct.
Greenwich*	25	300,000	Apr. and Oct.
Grocers*	100	300,000	Jan. and July
Hanover	100	1,000,000	Jan. and July
Importers & Trad.	100	1,500,000	

## SALE-PRICES AT THE NEW YORK STOCK EXCHANGE.

(REPRESENTED BY THE LAST SALE REPORTED OFFICIALLY ON EACH DAY OF THE WEEK ENDING FRIDAY, OCTOBER 12.)

STOCKS AND SECURITIES.							STOCKS AND SECURITIES.						
	Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.		Satur.	Mon.	Tues.	Wed.	Thurs.	Fri.
<b>American Gold Coin.</b>							<b>Railroad Stocks.</b>						
<b>National.</b>							Central of New Jersey	100	129%			117 1/2	
United States 6s, 1887	138				138		Chicago and Alton	100	111	110 1/2		113	113
do do 6s, 1888	135						do do preferred	100			113		
do do 6s, 1888	135				137		Chicago, Burlington and Quincy	100	136 1/2		137	136	
do do 6s, 1881	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2		Chicago and Great Eastern	100		51			
do do 6s, 1881	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2		Chicago and Milwaukee	100		79			
do do 6s, 5-30s	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2		Chicago and Northwestern	100	43	43 1/2	44 1/2	46 1/2	46 1/2
do do 6s, 5-30s	109 1/2	110 1/2	110 1/2	110 1/2	110 1/2		do do preferred	100	73 1/2	74 1/2	74 1/2	75 1/2	75 1/2
do do 6s, 5-30s (3d issue)	109 1/2	110 1/2	110 1/2	110 1/2	110 1/2		Cleveland, Columbus and Cincinnati	100	106 1/2	107 1/2	108 1/2	108 1/2	108 1/2
do do 6s, 5-30s (3d issue)	109 1/2	110 1/2	110 1/2	110 1/2	110 1/2		Cleveland and Pittsburg	100	88	89 1/2	90 1/2	91 1/2	93 1/2
do do 6s, 5-30s	109 1/2	110 1/2	110 1/2	110 1/2	110 1/2		Cleveland and Toledo	50	122 1/2	122 1/2	126 1/2	126 1/2	127 1/2
do do 6s, Oregon War, 1881	110						Delaware, Lackawanna and Western	50	151				
do do 6s, do do (yearly)	110						Eighth Avenue	100					
do do 6s, 1871	110						Erie	100	91 1/2	84 1/2	83 1/2	84 1/2	83 1/2
do do 6s, 1871	103						do preferred	100	90 1/2	80	79 1/2	80 1/2	86
do do 6s, 1874	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2		Hannibal and St. Joseph	100		52		41	
do do 6s, 10-40s	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2		do do preferred	100					
do do 6s, 10-40s	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2		Harlem	50					
do do 6s, Union Pacific R. R. (cur.)	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2		do preferred	50	22 1/2				
do do 7-30s Treas. Notes, 1st series	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2		Hudson River	100	127 1/2	127 1/2	120	121 1/2	122 1/2
do do do do 2d series	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2		Illinois Central	100	127 1/2	127 1/2	128 1/2	128 1/2	128 1/2
do do do do 3d series	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2		Indianapolis and Cincinnati	50					
<b>State.</b>							Joliet and Chicago	100					
California 7s	116	116	116				Long Island	50					
Connecticut 6s							McGregor Western	100					
Georgia 6s							Marietta and Cincinnati, 1st preferred	100	44	48	42	41 1/2	
Illinois Canal Bonds, 1860							do do 2d preferred	100	22				
do Registered, 1860							Michigan Central	100	114 1/2	113	115	117 1/2	117 1/2
do 6s, coupon, 79, after 1860-69-70							Michigan So. and N. Indiana	100	88	88 1/2	89 1/2	90 1/2	90 1/2
do do do 1877							New Jersey	100					
do do do 1879	100						Milwaukee and Prairie du Chien	100	98 1/2				
do War Loan							do do do 1st pref.	100					
Indiana 6s, War Loan							do do do 2d pref.	100					
do do							Milwaukee and St. Paul	100					
Kentucky 6s, 1869-72							do do preferred	100		72 1/2		54 1/2	59
Louisiana 6s	95						Mississippi and Missouri	100				74 1/2	76 1/2
Michigan 6s							Morris and Essex	100					
do 7s, War Loan, 1878							New York Central	100	113	114 1/2	115 1/2	116 1/2	118 1/2
Minnesota 6s	102 1/2						New York and New Haven	100	112	112			
Missouri 6s		80	80	81 1/2	81 1/2	82	New Haven and Hartford	100					
do 6s, (Hannibal and St. Joseph R.R.)							Norwich and Worcester	100					
do 6s, (Pacific R.R.)							Ohio and Mississippi Certificates	100	38 1/2	34 1/2	33 1/2	33 1/2	34 1/2
New York 7s, 1870	100	100			100	100 1/2	do do preferred	100		80	81	83 1/2	83 1/2
do 6s, 1867-77		93					Pennsylvania	100	108 1/2	108 1/2	109 1/2	109 1/2	109 1/2
do 6s, 1868-76							Pittsburg, Fort Wayne and Chicago	50	15 1/2	15 1/2	116 1/2	116 1/2	116 1/2
do 7s, State Bounty Bonds	105 1/2						Reading	100	8 1/2				
North Carolina 6s		63 1/2	62 1/2	61 1/2	63	62 1/2	St. Louis, Alton and Terre Haute	100	74				
do 6s, (new)		63 1/2	63 1/2	63 1/2	63 1/2		do do do preferred	100					
Ohio 6s, 1870-76							Second Avenue	100					
do 6s, 1881-86							Sixth Avenue	100					
Rhode Island 6s							Stamford	100		101			
Tennessee 6s 1868							Third Avenue	100					
do 6s 1890							Toledo, Wabash and Western	50	45	41	45 1/2	48	51 1/2
do 6s, (new)	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2	do do do preferred	50			46		73
Virginia 6s, coupon		45 1/2	46			45	<b>Railroad Bonds:</b>						
<b>Municipal.</b>							Atlantic and Great Western, 1st mort.						96
Brooklyn 6s							Buffalo, New York and Erie, 1st mort., 1877						
do 6s, Water Loan							Chicago and Alton, Sinking Fund						94
do 6s, Public Park Loan							do do 1st mortgage						
do 6s, Improvement Stock							do do Income						
Jersey City 6s, Water Loan							Chicago, Burlington and Quincy, 8 per cent.						
New York 7s							Chicago and Milwaukee, 1st mortgage						
do 6s							Chicago and Northwestern, Sinking Fund	96					96
do 5s							do do Interest						
<b>Miscellaneous Shares.</b>							do do Extension						
Coal—American	100						do do 1st mortgage	89		88 1/2			
Ashburton	50		16 1/2				do do consolidated						
Central	100			54	55	56 1/2	Chicago and Rock Island, 1st mortgage						
Consolidation	100						Cleveland and Pittsburg, 2d mortgage						
Cumberland	100	54 1/2	56 1/2	57 1/2	57 1/2	58	do do 3d mortgage, conv.						
Delaware and Hudson	100	153	153			155	do do 4th mortgage	75			76 1/2		
Hampshire and Baltimore	100						Cleveland and Toledo, Sinking Fund				108 1/2	103	
Lehigh & Schuylkill	50						do do do 2d mort.			100	100		
Pennsylvania	50			155			do do do 2d mort.						
Schuylkill	100						Erie, 1st mortgage, 1868						
Spring Mountain	100						do 2d mortgage, 1879						
Spruce Hill	10						do 3d mortgage, 1883			90 1/2		101 1/2	
Wilkesbarre	100	62	65	64 1/2	64 1/2	64 1/2	do 4th mortgage, 1880					94	
Wyoming Valley	100						do 5th mortgage, 1888						
Gas—Brooklyn	25						Galena and Chicago, extended						
Citizens (Brooklyn)	20						do do 2d mortgage						
Harlem	50						Great Western, 1st mortgage						
Jersey City and Hoboken	20						do do 2d mortgage						
Manhattan	50						Hannibal and St. Joseph, 1st Mortgage						
Metropolitan	100						Harlem, 1st mortgage, 1869-72						
New York	50						do Consolidated and Sinking Fund						
Williamsburg	50						do 2d mortgage, 1868						
Improvement—Boston Water Power	32 1/2					32 1/2	Hudson River, 1st mortgage, 1869						
Brunswick City	100	8			8	8	do 2d mortgage, (S. F.), 1885	104 1/2					
Canton	100	54	55 1/2	55	53 1/2	56 1/2	do 3d mortgage, 1875						
Cary	100						do convertible, 1867						
Telegraph—American	100						Illinois Central 7s, 1875			103	103		
United States	100						Lackawanna and Western Bonds						
Western Union	53	54 1/2	55 1/2	55 1/2	55	54 1/2	McGregor Western, 1st mortgage						
Western Union, Russian Extension	100	98			97	97	Marietta and Cincinnati, 1st mortgage						
Steamship—Atlantic Mail	100	111 1/2	119	110 1/2	111 1/2	111 1/2	Michigan Central 8s, 1869-72						
Pacific Mail	100	218 1/2	218 1/2	219	218 1/2	218 1/2	do do 8s, new, 1882						
Union Navigation	100	109 1/2	109 1/2	111	112 1/2	112 1/2	Michigan Southern, Sinking Fund				100	100	100
Transit—Central American	100	20	20				do do 2d mortgage, 7s						
Nicaragua	100						do do Goshen Line, 1868						
Trust—Farmers' Loan and Trust	25						Milwaukee and Prairie du Chien, 1st mort.						
New York Life and Trust	100						do do do Income	91					
Union Trust	100						Mississippi and Missouri, Land Grants						
United States Trust	100						Morris and Essex, 1st mortgage						
Mining—Canada Copper	100						New York Central 6s, 1883	36					
Copake Iron	50						do do 6s, 1887				94 1/2		
Benton Gold	5						do do 7s, 1876						
Consolidated Gregory Gold	100						do do 7s, convertible, 1876	114	114				
Gunnell Gold	25						do do 7s, 1865-76						
Mariposa Gold	100	18 1/2		18 1/2		18 1/2	Ohio and Mississippi, 1st mortgage				90 1/2		
Mariposa preferred	100	30	28 1/2	29 1/2	30 1/2	30 1/2	Peninsula, 1st mortgage				104	104	
Minnesota Copper	50						Pittsburg, Ft. Wayne and Chicago, 1st mort.			97			
Montana Gold	5						do do do 2d mort.			89 1/2			
New Jersey Consolidated Copper	15						do do do 2d mort.						
Quartz Hill	25						St. Louis, Alton and Terre Haute, 1st mort.						
Quicksilver	100	54	54 1/2	54 1/2	54 1/2	54 1/2	do do do 2d pref.			88		88 1/2	
Rutland Marble	25						do do do 2d income						
Saginaw L. S. & M.	25						Toledo and Wabash, 1st mortgage, extended						
Smith and Farnlee	10						do do do 2d mortgage					80 1/2	
							do do Interest Bonds						

## NATIONAL, STATE AND MUNICIPAL SECURITIES LIST.

DENOMINATIONS.	Amount Outstanding	INTEREST.		Principal Due.	FRIDAY.		DENOMINATIONS.	Amount Outstanding	INTEREST.		Principal Due.	FRIDAY.	
		Rate.	Payable.		Bid.	Asked.			Rate.	Payable.		Bid.	Asked.
AMERICAN GOLD COIN.													
National Securities.													
Bonds of 1847.....registered.	9,415,350	6	Jan. & July	1867	138 1/2	140	ALBANY, N. Y.—City Scrip.....	\$225,000	6	Jan. & July	'65 '69		97
do 1848.....coupon.	8,908,342	6	Jan. & July	1868	136 1/2		do Water Loan.....	850,000	6	do	'70 '82		
do do do registered.					137	137	do Alb. Nor. RR.....	300,000	6	do	1879		
do 1850.....coupon.	7,022,000	5	Jan. & July	1871	110 1/2		ALLEGANY CITY, Pa.—City Bds.....	600,000	6	Jan. & July	var.		
do do do registered.					110		do do RR Bds.....	600,000	6	do	1873		
do 1853.....coupon.	20,000,000	5	Jan. & July	1874	103		BALTIMORE, Md.—Improvement.....	4,963,000	5	J. A. J. & O.	1870		
do do do registered.					102 1/2		do Miscellaneous.....	820,000	6	do	1870		
do 1861.....coupon.	382,718,606	6	Jan. & July	1881	112 1/2	112 1/2	do N.W. Virg. RR.....	1,500,000	6	Jan. & July	1873		
do do do registered.					112 1/2	112 1/2	do Water Loan.....	3,500,000	6	May & Nov	1875		
Oregon War Bds (yearly) coupon.	1,016,000	6	July	1881	108 1/2		do York & Cum. R. B. & O. R. Corp.....	1,000,000	6	Jan. & July	1886	99	
Bonds (5-30s) of 1862.....coupon.		6	Jan. & July	1881	108 1/2	111	do B. & O. RR.....	5,000,000	6	J. A. J. & O.	1890		
do do do registered.					113 1/2	113 1/2	do Park.....	554,000	6	M. J. S. & D.	1890		
do do 1864.....coupon.	773,422,800	6	May & Nov.	1882	105 1/2	106	BANGOR, Me.—City Debt.....	197,700	6	Apr. & Oct.	'65 '84		100
do do do registered.					110 1/2	110 1/2	do Railroad Debt.....	740,000	6	do	'65 '74		96
do do 1865.....coupon.	127,549,150	6	May & Nov.	1885	110 1/2	108	BOSTON, Mass.—City Bonds.....	583,305	4	do	'78 '79		
do do do registered.					105 1/2	105 1/2	do City Bonds.....	6,580,416	5	Jan. & Oct.	'65 '85		
do (10-40s) 1864.....coupon.	171,069,250	5	Mar. & Sept.	1904	99 1/2	99 1/2	do City Bonds.....	1,365,610	6	Jan. & July	'67 '77		
do do do registered.					99 1/2	99 1/2	do Water Loan Stg.....	1,949,711	4 1/2	do	'72 '73		
Union Pacific RR Bonds of 1865	8,202,000	6	Jan. & July	1895	106 1/2	106 1/2	do Water Loan.....	993,000	5	do	'70 '78		
Treasury Notes (1st series).....	769,518,900	7.30	Feb. & Aug.	1867	106 1/2	106 1/2	BROOKLYN, N. Y.—City Bonds.....	634,200	6	Jan. & July	'65 '71		
do do (2d series).....		7.30	Jan. & Dec.	1868	106	106	do Improve't St'k.....	1,281,000	6	do	'65 '95		
do do (3d series).....		7.30	Jan. & July	1868	106 1/2	106 1/2	do Pub. Park L'n.....	121,540	6	do	1889	93	95
State Securities.													
ALABAMA—State Bonds.													
do do do (Sterling)	2,109,000	5	May & Nov	1877			do Water Loan.....	5,550,000	6	do	'81 '97		
do do do do	648,000	5	Jan. & July	1876			BUFFALO, N. Y.—Municipal Bonds.....	216,000	7	do	'65 '79		
do do do do	688,000	6	do	1876			do City Bonds.....	299,000	6	do	'65 '82		
CALIFORNIA—State Bonds.													
do do do State Bonds large	2,472,000	7	do	'72 '80	116 1/2	117	CHICAGO, Ill.—City Bonds.....	571,000	7	Apr. & Oct.	1881		
do do do do	8,000,000	6	Jan. & July	'72 '92	100		do City Bonds.....	390,000	6	Jan. & July	1876		
CONNECTICUT—War Bonds.	2,073,750	6	Jan. & July	1880	111	111	do Sewerage Bonds.....	913,000	7	do	'79 '87		
do do do do new ts	2,006,000	7	do	1886			do Water Bonds.....	1,030,000	6	do	1888		
ILLINOIS—Canal Bonds.	1,288,887	6	Jan. & July	1870			CINCINNATI, O.—City Bonds.....		6	Apr. & Oct.	1898	99	98
do do do Registered	1,758,406	6	do	1870			do do do		7	Jan. & July	var.		
do do do Coupon Bonds.	1,386,570	6	do	'60 '65	100		do do do		7	do	1879		
do do do do	2,371,725	6	do	'69 '70	100		do do do		7	do	1890		
do do do do	1,773,677	6	do	'76 '77	100		DETROIT, Mich.—City Bonds.....	256,868	7	June & Dec.	'69 '79		
do do do do	241,000	6	do	1879	100		do City Bonds.....	650,000	7	Apr. & Oct.	'65 '84		
do do do do	1,157,700	6	do	1879	100		do do do	650,000	7	Jan. & July	1871		
INDIANA—State Bonds.	226,000	5	Jan. & July	1866	87		DUBUQUE, Io.—City Bonds.....	319,457	8	Various.	'65 '73		
do do do do	2,068,173	2 1/2	do	1866			do Railroad.....	400,000	7	Jan. & July	'75 '77		
do do do do	1,225,500	6	May & Nov	1868			HARTFORD, Ct.—City Bonds.....	125,000	6	Various.	'65 '80		
do do do do	300,000	7	Jan. & July	1868			do do do	130,000	6	Feb. & Aug.	1882		
do do do do	300,000	7	do	1881			do do do	500,000	6	Jan. & July	1876		
KANSAS—State Bonds.	200,000	7	Jan. & July	'66 '78			do do do	375,000	6	June & Dec.	'65 '84		
do do do do	447,000	5	Jan. & July	'66 '73			JERSEY CITY, N. J.—City Bonds.....	118,000	7	Various.	'65 '81		
do do do do	3,304,000	6	do	'65 '72	95 1/2	96	do do do	650,000	7	Jan. & July	'77 '83		96
LOUISIANA—State Bonds (RR).	516,000	6	dem.				LOUISVILLE, Ky.—City Bonds.....		7	Various.	var.		
do do do do	3,942,000	6	do	67 '69		97	do do do		6	do	var.		
do do do do	5,398,000	6	do				do do do		6	May & Nov.	1887		
MAINE—State Bonds.	4,800,000	6	Jan. & July	'80 '89			MARTINEVILLE, Cal.—City Bonds.....		10	Jan. & Dec.	1887		
do do do do	8,171,902	5	Quarterly	var.			MILWAUKEE, Wis.—City, re-ad' d	911,500	4	June & Dec.	1894		
MARYLAND—State Bonds.	3,192,763	6	Quarterly	1890			NEWARK, N. J.—City Bonds.....	219,000	6	Feb. & Aug.	'70 '83		
do do do do	1,727,000	6	Quarterly	1870			do do do	100,000	7	Jan. & July	1878		
MASSACHUSETTS—State Scrip.	672,000	5	Various.	68 '74			NEW BEDFORD, Mass.—City Bds.....	425,000	5	Apr. & Oct.	'65 '84		
do do do do	220,000	5	May & Nov.	1880			NEW LONDON, Ct.—City Bonds.....	60,000	6	Jan. & July	'67 '87		
do do do do	6,429,000	5	do	1894			NEWARK, R. I.—City Bonds.....	150,000	5	Apr. & Oct.	'63 '84		
do do do do	1,150,044	6	Jan. & July	'71 '74			NEW HAVEN, Ct.—City Bonds.....	300,000	5	J. & J. & N.	'70 '81		
do do do do	2,450,000	6	do	'75 '78			NEW YORK CITY—Water Stock.....	3,000,200	5	F. M. A. & N.	1870		
do do do do	1,088,000	6	do	1883			do do do	2,147,000	5	do	1880		
MICHIGAN—\$2,000,000 Loan	250,000	7	Jan. & July	1868			do do do	900,000	5	do	1890		
do do do do	1,750,000	6	do	'73 '88			do do do	100,000	6	do	1890		
do do do do	216,000	6	do	1878			do do do	483,900	5	do	'75 '79		
do do do do	1,122,000	7	do	1886			do do do	1,878,900	5	do	'75 '79		
do do do do	345,000	7	May & Nov.	1890			do do do	100,000	5	do	'70 '78		
MINNESOTA—State Bonds.	250,000	8	Jan. & July	1867			do do do	402,768	5	Feb. & Aug.	1868		
MISSOURI—State Bonds.	602,000	6	do	1883	81 1/2	82	do do do	399,300	5	F. M. A. & N.	1898		
do do do do	13,701,000	6	Jan. & July	'71 '89			do do do	3,066,071	6	do	1887	98	100
do do do do	7,000,000	6	do	'72 '87	81 1/2	82	do do do	275,000	6	do	1898		
do do do do	3,000,000	6	do	'72 '85	84		do do do	2,083,200	6	do	1887	98	100
do do do do	431,000	9	do	1866			do do do	1,966,000	6	do	1876		
NEW HAMPSHIRE—State Bonds.	535,100	6	Jan. & July	1874			do do do	600,000	6	do	1873		
do do do do	1,650,000	6	do	1869			do do do	1,000,000	6	do	1883		
NEW JERSEY—State Scrip.	95,000	6	Jan. & July	var.			do do do	2,748,000	6	do	1878		
do do do do	731,000	6	Jan. & July	'71 '72			do do do	150,000	5	do	1866		100
NEW YORK	700,000	7	J.A.P. & O.	1870	104 1/2		do do do	500,000	5	do	'67 '76		
do do do do	1,189,730	6	Jan. & July	1868			do do do	154,000	5	do	1873		
do do do do	500,000	6	do	1868			do do do	102,000	6	do	'67 '69		
do do do do	800,000	6	do	1878	100		do do do	895,670	6	May & Nov.	1867		
do do do do	909,607	5	do	1868			do do do	490,000	6	do	1867		
do do do do	442,961	5	May & Nov.	1868			do do do	1,000,000	6	do	1865		
do do do do	900,000	5	Jan. & July	1875			do do do	2,500,000	5	do	'66 '73		
do do do do	300,000	5	do	1878			NEW YORK C'NTY.—C't House S'k.....	1,400,000	6	May & Nov.	'75 '89		
do do do do	25,566,000	7	Jan. & July	1877	107 1/2	107 1/2	do do do	2,000,000	6	do	'73 '76		
do do do do	702,000	6	J. A. J. & O.	1866			do do do	949,700	6	do	'80 '81		
do do do do	3,050,000	6	do	1873	100		do do do	4,996,000	6	do	'83 '90		
do do do do	6,000,000	6	do	1873	100		do do do	1,442,100	6	do	'87 '89		
do do do do	2,250,000	6	do	1874	100		PHILADELPHIA, Pa.—City Bds, old		6	Jan. & July	'65 '81		
do do do do	900,000	6	do	1875	100		do do do	739,222	5	do	'65 '82		
do do do do	192,585	5	do	1866			do do do	2,232,300	6	do	'65 '93		
do do do do	1,163,000	5	do	1868			do do do	7,898,717	6	do	'65 '99		
do do do do	167,000	5	do	1871			PITTSBURG, Pa.—City Bonds.....	1,009,700	6	Jan. & July	var.		
do do do do	4,500,000	5	do	1874			do do do	1,000,000	5	do	1913		
NORTH CAROLINA—State Bonds.	9,749,500	6	Jan. & July	var.	62 1/2	63	PORTLAND, Me.—City Bonds.....	955,326	6	Various.	'68 '83		
do do do do	3,000,000	6	do	1900	62		do do do	1,500,000	6	Apr. & Oct.	'68 '71		
OHIO—Foreign Loan.	538,798	5	do	1860			PROVIDENCE, R. I.—City Bonds.....	500,000	6	Mar. & Sept.	1885		
do do do do	634,653	5	do	1865			do do do	300,000	5	Jan. & July	1876		
do do do do	379,866	5	do	1868			do do do	900,000	5	do	1893		
do do do do	2,183,532	6	do	1870	100	101	ROCHESTER, N. Y.—City Bonds.....	200,000	5	Various.	'65 '82		
do do do do	1,600,000	6	do	1875	100		do do do	150,000	7	do	'65 '82		
do do do do	4,095,309	6	do	1881	101		do do do	260,000	6	Jan. & July	'88 '90		
do do do do	2,400,000	6	do	1886			SACRAMENTO, Cal.—City Bonds.....	1,496,100	6	Jan. & July	'65 '80		
do do do do	679,000	5	May & Nov.	'68 '71			do do do	466,800	6	do	1894		
PENNSYLVANIA—State Bonds.	6,168,000	5	Various.	var.			do do do	1,464,000	6	Jan. & July	'65 '83		
do do do do	30,300,000	5	do	var.			do do do	523,000	6	do	'65 '90		
do do do do	3,000,000	6	Feb. & Aug.	1871			do do do	425,000	6	do	'79 '88		
do do do do	3,899,000	6	Jan. & July	'71 '94			do do do	254,000	6	do	'71 '87		
SOUTH CAROLINA—State Stock.	3,691,000	6	Jan. & July	'68 '90			do do do						

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 12.

The advance in gold in the last three days has in a measure checked the downward tendency in leading staples, but in no degree stimulated trade, or increased confidence in business circles.

Provisions were rather firmer early in the week, but except in pork the close is downwards, and the strength of pork is entirely speculative. The return of lard from Liverpool has caused a decline since yesterday. New beef begins to arrive, but no prices have been made as yet. Butter and cheese have arrived freely, and are lower. Live hogs are coming to market freely, and prices have so far declined that city packers have resumed operations. Accounts from the West represent that there are large numbers of hogs, and the probabilities are that the annual pork-packing will take place much earlier than last season.

In groceries there has not been much change. There has been a good business in Rio coffee,—about 25,000 bags having changed hands, and gold prices are firmer, with reduced stocks. Other coffees have been firmly active, and so close. Sugar has been fairly active, the rise in gold having given confidence to purchasers—currency prices having advanced slightly. Molasses has been active and firm. In rice, teas and spices there has been more done.

In Petroleum there has been no response to the advance in gold until to-day, when a large business was done at the reduced currency prices previously quoted.

Naval Stores have become dull. Rosins are lower, and the market generally drooping.

Oils are generally firm. Considerable transactions in Crude Whale and Sperm transpired early this week. Fruits and Fish show much firmness.

Wool is a good deal unsettled. The advance in gold prevents holders of foreign from pressing sales, and the demand is light for fleece. Still stocks are now being reduced, owing to small receipts, and prices are well supported. Tallow is firmer, but closes quiet. Whisky is quiet and nominal.

In Freights there is no movement of importance, and rates are unsettled. Tobacco is in active demand, and very firm.

We notice a considerable movement in Copper, part for future delivery, at half a cent per lb. advance. Pig Iron has advanced in the week \$3a½ per ton, in currency, while other metals have been quiet.

East India Goods have been doing rather better, and the closing sale of Manilla Hemp was at 11c gold per lb.

The value of exports from this port to different countries (exclusive of specie) for the past week and since July 1, is shown in the following table:

To	This week.	Since July 1, 1866	To	This week.	Since July 1.
Great Britain...	\$1,529,664	\$2,025,013	Cuba.....	\$85,180	\$2,225,192
Holland & Belg.	171,122	2,351,630	Havti.....	14,475	325,324
France.....	100,856	1,161,864	Other W. I.	80,907	1,877,941
Germany.....	293,249	2,544,271	Mexico.....		456,576
Other N. Europe		199,583	New Granada...	117,463	1,189,181
Spain.....		640,010	Venezuela...	21,944	262,027
Other S. Europe	130,557	2,532,471	Br. Guiana....	24,316	287,539
East Indies....		6,750	Brazil.....	31,185	880,471
China.....		632,550	Other S.A. ports		1,129,263
Australia.....	109,787	972,392	All other ports.	83,949	398,727
Br. N. A. Colonies	190,857	1,591,425			

The following table shows the exports of leading articles of commerce from the port of New York, since July 1, 1866, the ports of destination and the total since January 1, and for the same period in 1865. The export of each article to the several ports, and the total for the past week can be obtained by deducting the amount in the last number of the CHRONICLE from that here given:

EXPORTS SINCE JULY 1 TO																		
ARTICLES.																		
Great Britain.	Holland & Belg. many.	Other N. Europe.	Spain.	Other S. Europe.	China.	Aus- tralia.	Br. N. A. Colonies.	Cuba.	Hayti.	Indies.	Mex. iro.	New Granada.	Vene- zuela.	British Guiana.	Other S. Amer' n. Ports.	Total since July 1.	Total since January 1, 1896.	Same time 1895.
Wheat—Pots bbls. 58 23,790 bbls. 200 b																		



**THE GROWING CROP.**—There is nothing new to report respecting the growing crop. During the week the weather has continued favorable. The new cotton is now beginning to come forward, the receipts having largely increased at all the ports except Galveston, and in that section of the country they are too busy picking to spend time to send anything to market. It will require several weeks to obtain a correct idea of the probable yield, since the amount of damage from the late rains and ravages of the worms cannot be sooner estimated with any degree of certainty.

**GALVESTON, Sept. 29.**—We have received one week later statement by mail from Galveston. The receipts for week ending Sept. 23 were 108 bales, against 20 last week, and the shipments were 162 bales, against 89 last week. Below we give the receipts, sales, and shipments for a series of weeks, and the stock, price of middling, rates of freight to Liverpool and New York, and price of gold at the close of each week:

Date.	Rece'ts.	Sales.	Exp.	Stock.	Price mid.	Freight To Liverpool.	To New York.	Price gold.
July 6.	735	616	7,015	21	147.2	1	147.2	
" 13.	338	100	957	7,015	21	147.2	145.146	
" 20.	588	1,004	6,599	21	145.2	1	145.2	
" 27.	205	200	1,202	5,603	21	145.2	143.144	
Aug. 3.	401	150	771	9,401	21	145.2	143.143	
" 10.	307	784	8,934	20	143.2	1	143.2	
" 17.	286	187	9,173	20	143.2	1	143.2	
" 24.	187	100	8,674	20	143.2	1	143.2	
" 31.	194	1,363	7,605	20	143.2	1	143.2	
Sept. 7.	145	60	1,860	5,919	20	143.2	141.143	
" 14.	37	169	5,789	20	143.2	1	143.2	
" 21.	120	39	5,870	20	143.2	1	143.2	
" 28.	108	162	5,336	nominal.	142	1	142.143	

\* Specie, ex-revenue tax.

† Per steamer.

**CHARLESTON, Oct. 6.**—The receipts for the week ending October 5 amount to 2,096 bales, against 1,431 bales last week. Shipments for this week amount to 1,076 bales, against 1,361 bales last week, of which 1,030 were to New York, and 46 to Philadelphia. Market has been active and prices have advanced about 4c. Sales for the week amount to 1,500 bales. The receipts, sales, and exports for a series of weeks, and the stock, price of middling, rates of freight to Liverpool and New York, and price of gold at the close of each week since July 5, were as follows:

Date.	Rece'ts.	Sales.	Ship.	Stock.	Price mid.	Freight To Liverpool.	To New York.	Price gold.
July 5.	626	620	1,274	4,708	31	142	142.155	
" 12.	299	450	564	4,433	31	142	140.148	
" 19.	308	350	362	4,379	33	142	140.148	
" 26.	866	320	1,121	4,158	34	142	140.149	
Aug. 3.	350	320	586	3,822	Unsett.	142	140.148	
" 10.	723	125	903	3,852	Unsett.	142	140.150	
" 17.	314	380	267	3,883	30	142	140.150	
" 24.	683	480	557	4,274	31	142	140.149	
" 31.	943	729	628	5,535	30	142	140.149	
Sept. 7.	480	355	794	5,105	30	142	140.146	
" 14.	1,089	690	1,683	2,872	31	142	140.147	
" 21.	950	645	3,176	2,330	33	142	140.143	
" 28.	1,431	1,088	1,361	2,255	34	142	140.145	
Oct. 5.	2,096	1,500	1,076	3,148	38	142	140.148	

**SAVANNAH, Oct. 5.**—The receipts for the week ending Oct. 5, were 2,847 bales, against 1,472 bales last week, of which 2,402 bales were received by the Central Railroad, 294 bales by the Atlantic and Gulf Railroad, 42 bales from Hancock's landing, 55 bales from Augusta per steamer, and 55 bales (53 Sea Island and 2 Upland) from Jacksonville, Fla. The shipments this week were 3,274, of which 2,161 bales were to New York, 957 bales to Providence, and 256 bales to Baltimore. Below we give the receipts, shipments, prices, &c., for a series of weeks:

Date.	Receipts.	Shipments.	Stock.	Price mid.	Freight To Liverpool.	To New York.	Price gold.
July 6.	5,015	2,198	13,374	30	142	142.152	
" 13.	1,738	2,146	12,013	30	142	140.151	
" 20.	2,083	4,299	10,800	31	142	140.151	
" 27.	1,143	673	11,270	32	142	140.151	
Aug. 3.	1,909	3,279	9,900	32	142	140.151	
" 10.	1,909	1,433	11,096	32	142	140.151	
" 17.	844	1,631	10,309	30	142	140.151	
" 24.	1,197	2,757	9,349	31	142	140.151	
" 31.	1,172	2,377	8,144	29	142	140.151	
Sept. 7.	1,440	1,753	5,305	30	142	140.151	
" 14.	494	1,543	4,156	30	142	140.151	
" 21.	1,237	1,438	3,950	31	142	140.151	
" 28.	1,472	1,799	3,623	34	142	140.151	
Oct. 5.	2,847	3,274	3,296	38	142	140.151	

**MOBILE, Oct. 6.**—By mail we have received one week's later dates from Mobile. The receipts for the week ending Oct. 5 were 3,086 bales, against 1,607 bales last week, and the shipments were 3,891 bales, of which 1,500 bales were to Liverpool per bark A. Priest, 108 were to New York, 1,360 were to Boston, and 923 to New Orleans, leaving the stock on hand and on shipboard, not cleared, of 22,350 bales. The following are the weekly receipts, sales, and exports, for a series of weeks, and the stock, price of middling, rates of freight to Liverpool and New York, and price of gold at the close of each week:

Date.	Receipts.	Sales.	Exp's.	Stock.	Price mid.	Freight To Liverpool.	To New York.	Price gold.
July 6.	1,070	850	5,018	30,496	30	142	151.152	
" 13.	672	1,900	4,310	25,367	29	142	150.151	
" 20.	886	2,750	1,017	34,708	31	142	149.151	
" 27.	702	2,750	572	35,108	31	142	149.151	
Aug. 3.	687	3,300	2,927	32,368	32	142	149.151	
" 10.	815	1,500	1,350	32,333	30	142	149.151	
" 17.	734	1,600	1,627	31,440	30	142	149.151	
" 24.	1,543	1,350	3,330	29,663	30	142	150.152	
" 31.	1,420	1,900	3,547	29,009	30	142	144.145	
Sept. 7.	640	1,500	3,802	25,847	30	142	142.144	
" 14.	729	2,900	1,540	34,708	31	142	142.144	
" 21.	772	4,000	122	25,436	32	142	142.144	
" 28.	1,607	3,500	3,886	23,155	35	142	142.144	
Oct. 5.	3,086	8,650	3,891	22,350	37	142	142.144	

The demand early in the week was good, but later the demand fell off and the market closed quiet and in favor of buyers.

**LIVERPOOL, LONDON AND OTHER COTTON MARKETS.**—Our own correspondent in London, writing under the date of Sept. 26, gives the following full review of these markets.\*

There has been a good demand for cotton this week, and prices have improved 3d per lb. The sales since Friday morning last are estimated at about 70,000 bales. The imports during the same period have been about 28,000 bales. Annexed are the prices current:

#### COMPARATIVE PRICES OF COTTON.

	1863.	1864.	1865.	1866.		1863.	1864.	1865.	1866.
Middling—	d.	d.	d.	d.	Middling—	d.	d.	d.	d.
Sea Island.....	35	41	34	26	Pernambuco..	27	24	18	14
Upland.....	27	27	19	13	Egyptian.....	26	21	16	13
Mobile.....	27	27	19	13	Broach.....	19	15	11	8
Orleans.....	27	27	19	13	Dholerah.....	19	15	11	8

The available and prospective supplies are now as under:

	1865.	1866.
Stock at Liverpool.....	bales.	349,870
" " " " " "		47,420
" " " " " "		106,900
American cotton afloat.....		37,304
Indian " " " " " "		25,000
Afloat to Havre.....		273,560
" " " " " "		17,304
Total.....		750,458

The actual export from Liverpool, Hull and other outports, since the 1st of January is 649,173 bales, against 465,255 bales last year. Of these quantities 168,505 and 33,197 bales, in 1866 and 1865 respectively are American produce.

The annexed statement shows the sales and imports of cotton for the week and year, as well as the stocks on hand of each leading description, at the date the latest return was made up:

#### SALES, ETC., OF ALL DESCRIPTIONS.

	Trade.	Ex-Specula-	Total	Total	Same	Average
	port.	tion.	week.	year.	period	weekly sales.
American.....	28,130	3,080	2,290	33,500	990,640	233,030
Brazilian.....	7,740	1,300	9,940	219,830	255,300	5,830
Egyptian.....	3,560	850	90	4,490	149,730	87,470
West Indian.....	1,570	240	1,810	69,030	81,530	1,530
East Indian.....	27,140	24,110	4,430	55,680	1,040,640	1,299,830
China and Japan.....	90	10	100	6,490	254,120	80
Total.....	63,230	29,490	6,830	104,520	2,536,340	2,496,030

	Imports.	Stocks	Same	Dec. 31.
	This week.	To this date.	To this date.	To this date.
American.....	13,140	1,014,823	195,713	459,369
Brazilian.....	8,553	348,701	237,147	394,068
Egyptian.....	1,533	149,286	312,779	411,338
West Indian.....	1,541	73,834	3,668	113,328
East Indian.....	105,744	1,287,087	794,385	1,095,744
China and Japan.....	11,032	120,200	125,871	6,420
Total.....	130,571	2,884,873	1,743,983	2,539,708

**HAVRE, Sept. 20.**—There has been a good demand for cotton this week, and prices have had an upward tendency. Very low New Orleans produce has sold at 157 1/2 to 160 1/2; for delivery in October at 155 1/2 to 157 1/2; and for delivery in November at 160 1/2 the 50 kilograms. These prices show an advance from those current on the 14th inst., when the quotations were as under:

	Very low.	Low.	Ord.	Good	Middling.	Very low	1865.
New Orleans.....	145	165	185	200	215	225 to 235	220
Mobile.....	140	160	180	190	200	210	223
Georgia.....	135	155	170	180	190	200	220

#### Imports and Deliveries since Jan. 1. Stocks, Sept. 14.

	IMPORTS.		DELIVERIES.		STOCKS.	
	1865.	1866.	1865.	1866.	1865.	1866.
American..... bales.	11,123	211,153	9,980	129,300		
Brazilian.....	19,704	56,401	20,762	38,930	1,374	91,434
Indian.....	138,805	162,465	150,616	132,439	19,584	50,754
Total, including other kinds.....	193,351	449,210	204,777	316,940	33,768	165,897

#### EXPORTS OF COTTON FROM BOMBAY FROM JANUARY 1 TO AUGUST 22.

	1865.	1866.	1865.	1866.
	bales.	bales.	bales.	bales.
To London.....	18,314	20,533	Continent.....	13,536
Liverpool.....	677,768	796,910	America.....	800
Clyde.....	2,438		Grand Total.....	710,418
Total Great Brit'n.....	696,082	819,881		846,805

**BOMBAY, Sept. 17.**—The cotton trade is very quiet. The tendency of prices is in favor of buyers. Annexed are the quotations: Broach 7 1/2-23d; Dhollerah 7 9-10d per lb, free on board, with freight.

## BREADSTUFFS.

FRIDAY, P. M., Oct. 12.

The market has been very irregular, and, on the whole, shows lower prices.

Flour has arrived more freely, and the advance in gold has had no effect in stimulating the demand. A few hundred barrels of low grades have been taken for Great Britain, but the general shipping business has been on a reduced scale. The choice family flours are scarce, and many holders have withdrawn their samples; but no advance has been paid, except for small lots. There have been further sales of regular Extra State for November delivery at \$10.50, but this price cannot now be had.

\* For latest news respecting the Liverpool cotton market see Telegraph despatches at the close of our London letter in a previous part of this paper. [Ed.]

COMMERCIAL & FINANCIAL CHRONICLE.

Wheat has come forward more liberally, and prices close fully 10c. lower, with a strong tendency downward. Considerable quantities have been sent forward by rail to this market, and with the wheat arriving from this State, will swell receipts for the coming week to a very considerable figure. Exporters will take the best No. 2 Spring at \$2.15@2.20, and the market closes about 10c. above. Very little, if any, strictly No. 1 Spring is coming to market. The sales of Winter wheat showed five cents decline to-day. The deliveries at Chicago and Milwaukee average about 225,000 bushels daily, and it is estimated that with a favorable state of the weather we can get forward this Fall, by canal, about 3,500,000 bushels, of which, perhaps, 1,000,000 may be shipped to Great Britain. The stock in this market is now about 160,000 bushels.

Corn has come forward slowly, but buyers have operated cautiously, and the market for the past three days has been mainly supported by speculative influences. It will be seen by the statistics below that the movement of Corn at the Western markets has been greatly reduced. But the stock in this market is about three million bushels, and considerable Corn may soon be expected from the Atlantic coast. Shippers for Great Britain have done but little, and are now waiting the Asia's mails, due to-night.

Barley has declined 10a15c. per bushel, with large receipts. Rye has declined 5 cents. Oats have been without essential change. Shippers have been liberal buyers, but the movement towards the seaboard from the West is again large.

At to-day's market there was general depression in Flour and all kinds of grain.

The following are the closing quotations:

Flour, unsound....	9 bbl \$7 75@ 9 50	Wheat, Chicago Spring	\$1 70@ 2 35
Superfine State & West.	9 50@10 10	per bushel.....	2 70@ 2 35
Extra State.....	10 25@12 00	Milwaukee Club.....	1 90@ 2 30
Shipping R. hoop Ohio.	11 25@11 75	Red Winter.....	2 40@ 2 80
Extra Western, com-		Amber do.....	2 30@ 2 95
mon to good.....	10 25@12 50	White.....	2 75@ 3 15
Double Extra Western		Corn, Western Mixed.....	95@ 95
and St. Louis.....	13 00@16 50	Western Yellow.....	95@ 95
Southern supers.....	11 90@13 20	Western White.....	96@ 97
Southern, fancy and ex.	13 25@16 00	Rye.....	1 00@ 1 30
Canada, common to		Oats, Western cargoes.....	55@ 60
choice extra.....	@	Jersey and State.....	60@ 62
Rye Flour, fine and super		Barley.....	1 15@ 1 30
fine.....	6 75@ 7 50	Malt.....	1 30@ 1 40
Corn meal, Jersey and		Peas, Canada.....	1 20@ 1 35
Brandywine.....	5 00@ 5 25	White beans.....	1 80@ 2 60

The movement at this market has been as follows:

RECEIPTS.		1866.		1865.	
For the w'k. Since Jan. 1.		For the w'k. S'c Jan. 1.		For the w'k. S'c Jan. 1.	
Flour, bbls.....	62,140	1,848,615	100,260	2,429,090	
Corn meal, bbls.....	3,650	226,445	2,125	242,850	
Wheat, bush.....	144,260	2,112,445	56,255	5,474,130	
Corn, bush.....	700,680	18,213,880	801,485	9,493,570	
Rye, bush.....	41,775	538,230	24,300	226,975	
Barley, &c., bush.....	122,195	825,075	242,375	1,290,340	
Oats, bush.....	136,110	5,690,605	239,700	7,013,825	

#### FOREIGN EXPORTS.

Flour, C. meal, Wheat,		Rye, Corn, Oats,	
bbls. bush. bush.		bush. bush. bush.	
Gt. Britain, this week.		433,393 33,404	
" since July 1		5,911,248 22,078	
Br. N. A. Col. this week		100	
" since July 1		22,697 500	
West Indies, this week.		1,300	
" since July 1		38,729 17,336	
Total Export, this week		437,965 1,025	
" since July 1		5,906,343 15,562	
" since Jan. 1 '66		204,500 10,119,953	
" same time 1865.		155,496 2,186,778	

RECEIPTS AT LAKE PORTS.—The following shows the receipts at the following lake ports for the week ending Oct. 6:

Flour, Wheat, Corn, Oats, Barley, Rye,	
bbls. bush. bush. bush. bush. bush.	
Chicago.....	51,084 786,735 574,162 197,008 169,660 74,795
Milwaukee.....	28,034 532,262 6,668 11,998 1,116 5,990
Toledo.....	23,597 15,258 29,179 16,805 9,609 3,565
Detroit.....	40,161 37,249 3,687 3,329 2,721
Totals.....	142,876 1,374,629 613,696 229,170 183,097 84,250
Previous week.....	138,608 1,157,199 463,513 134,919 93,287 38,748
Corresp'g week '65	129,436 1,283,987 1,073,573 452,543 82,468 60,334

EXPORT MOVEMENT BY CANAL.—The following will show about what there was afloat last Saturday on canals destined for tide-water:

Flour, Wheat, Corn, Oats, Barley, Rye,	
bbls. bush. bush. bush. bush. bush.	
From Buffalo, week ending	
Oct. 8.....	206,470 506,910 182,680 84,050 78,080
Oct. 1.....	1,000 195,180 789,160 149,635 31,503
Tot'l, Buffalo 14 d.	1,000 591,650 1,296,070 332,315 84,050 109,580
F'm Oswego, 9 days.	1,988 15,313 74,121 332,315 84,050 109,580
Total afloat.....	2,988 606,963 1,370,191 332,315 468,580 194,545
Previous week.....	3,002 334,940 1,798,358 319,395 143,593 63,125
Corresp'g time '65.	16,578 330,516 2,308,366 378,345 537,616 39,169

## THE DRY GOODS TRADE.

FRIDAY, Oct. 12, 1866, P. M.

Conflicting influences have served to render the dry goods trade unsettled, ever since our last issue. The rapid decline in cotton at the close of last, and early part of the present week, stopped trade almost wholly. Prices of goods,

however, were slow to sympathize with those of the raw material, and yet there was a decline of 1@2 per cent. up to Thursday. On that day there was a sharp upward turn again in cotton and increased activity in that market, which caused a returning firmness in the market for dry goods; and to-day it closes with holders very firm at the quotations of last week. The small stocks of leading makes of goods renders the market very susceptible to any advance in cotton. But these fluctuations unsettle trade, and make it fitful and irregular.

BROWN SHEETINGS AND SHIRTINGS of heavy makes are so near to production that any advance in the cotton market compels an advance in those goods, and leading standard makes are scarce, which prevents a decline when the raw material declines. This has interfered with business very much, although all the goods that were to be had were taken last week, and the present advance in cotton has again brought speculators into market, and there is no accumulation of these goods. Goods of lighter make have been steadily advancing during the week to correspond with heavier goods, and this notwithstanding the market for the raw material has been dull. Standards are generally held at 23@23½. Indian Head A were last sold at 23½ cents, Indian Head B are held at 19, do E 34, Nashua X X 28, do fine D 21, Waltham F 28, Wachusett 4-4 23, Atlantic A 24, A H and P H 23½, do A V heavy shirtings 19, do fine shirting 23, Massachusetts A 20, do B 22½, Medford 22½, Newmarket Mfg. Co 33-inch 22½, do heavy do 24, Appleton A 23½.

BLEACHED SHEETINGS AND SHIRTINGS have been more steady in prices, although the demand has been less active. Lonsdale is sold at 34c, Rockdales are active at 31 cents. York Mills are sold up at 45, Wamsutta 40, Washington 7-8, Hollowell 4, 14, Canoe 27 inch 13 Grafton 4, 14, do 7-8, 15, Auburnville 4-4 27½, Aquidneck 4-4 21, do 7-8 19½, White Rock 36 inch 33, O J Rathbun 7-8 19, Social Mill Co. N. Y. 4-4, 21, 30, do C 7-8 18, Manville R 24, do XX 4-4, 26, Boston 18 inch, Kent River 3-4 12, Rockdale B 4-4, 31, Gold Medal 4-4, 26, Harvard 35 inch 22, Montemore, 7-8, 21, Uxbridge imperial 4-4 27½, Waltham L 72 inch 62½, do X 33 inch 23, do W 42 inch 30, do M 81 inch 77½, do N 90 inch 85, Bartlett Steam Mills 33 inch 24, do 7-8 22½, do 4-4, 30½, Newmarket 33 inch 22, do 36 inch 25.

DRILLS are quite active, and prices are firmer. Massachusetts fine sell at 20 cents, do heavy 25, Indian Drills 25.

CANTON FLANNELS are in good demand for the leading finer makes, while poorer grades are over abundant and dull. Globe A A sell at 27, Columbia 26, Mount Vernon 25½, Nashua A 27½, Young America 24, Clay 22, Excelsior 22, Eagle 22.

CORSET JEANS are in good demand, and prices are rather firmer. Indian Orchard sell at 16 cents, Canoe River 16, Hollowell 15, Uncas 15, Newmarket colored 17, and Silver Lake brown 20.

STRIKES AND CHECKS are only moderately active. Hamilton Stripes sell at 31 cents, Willow Brook Checks 22½, Wauregan 3x3 23, do 6x3 24, Albany 3x3 13, do 6x3 14, Louisiana plaids 22½, Ringgold fast plaids 20½, Simpson's Chambrays 22, Philadelphia 16.

Ticks meet with a good demand for leading makes, at steady firm prices. Amoskeag A C A are steady at 62½. Willow Brook Ticks 47½, Farmer's and Miners 52½, Albany 13½, American 20, Glen Allen 3-4 18, Chattanooga 4-4 16, Concord 4-4 22, Pacific Extra 30, Pacific 4-4 40c, Willow Grove 30 Sacondale 4-4 13, West Branch 4-4 32½, do No. 2 4-4 25, Windsor 4-4 21, Henry Clay 3-4 19, Suwanee 4-4 23.

DENIMS AND COTTONADES are moderately active for denims, but rather dull for cottonades. Ashton Glenn brown sell at 20 cents, do blue 21, Homestead brown 21, do blue 22, Peabody blue 17½, Woodland 16, Burlington 14½, Madison brown 19, Providence blue 19, Charter Oak 31, Albany 17½, and Wauregan 22, Yantic 21, Arlington 25.

PRINT CLOTHS have been irregular, and not very active at any time. The price is nominally at 14½@14.

PRINTS are scarce for leading makes, but there has been a want of confidence among buyers until the present, when goods are taken more readily. Prices are unchanged. Arnolds were last sold at 17½c. Merrimac W 22, D 20, Garner's 22, Amoskeag pink 21, do purple 20, do shirting 19, do dark 19, Swissrub 20, Dutchess B 17, Lowell dark 18, light 18, Naumkeag 16½, York Mourning 17½, Spring Valley 13½, Wamsutta dark 16, light 16, Dusters 16, Hamilton purple 20, do Chocolates 19, Sprague's fancy styles 26½, Double purples 26½, Shirtings 26½, Solid colors 19, Canaries 19, do Chintz 19, Orange polkas 20, Indigo black and green 20, do green and yellow 21, do blue, green and yellow 20, Madder rubies 19, Shirting 21½, pink frocks 21, Purple do 20, Staple style light colors 19½, do dark colors 20, German plaids 19½, Fancy style light colors 19½. Columbia, full madders 16½, Concord madders 17, do purples 18, do pinks 18, do plain shades 18, Glen Cove full madders 18½, Wauregan fancies 18, do rubies 19, do pinks 19, do purples 19.

JACONETS are in moderate steady demand. White Rock, high colors 20, do plain 21.

GINGHAMS are steady for leading styles. Glasgow sell at 26, Roanoke 19, and Lancaster 27.

CAMBRICS are steady. Saratoga 10½, Milton Mills 12½, Hollowell 14½, Pacific 14, and Adriatic 14.

MOUSLIN DE LAINES are in steady request, and no goods are allowed to accumulate. Prices are steady. Pacific and Manchester are sold at 28, Pacific armours 30, do Robes de Chambre 32½@35, Pacific and Manchester all Wool 42½.

LINSEYS are active and some makes are sold ahead. Prices are steady. Miners Flannels 45, Stillman & Co's 35½, C. S. & Co's 32, Black Hawk 32½, Saco 40, S. C. Carr & Co's 30, Saxony Mills, all wool, 40½, Wool Filling, 32, Laurel Dale, 31½, White Rock 32½.

CLOTHS as well as almost all kinds of heavy woolen goods are dull from the dullness in the wool market and the large stock of undesirable goods in the market. Prices are nominal.

CASIMERS AND SATINETS are quiet, except for a few leading makes, which are wanted at good prices.

FLANNELS are fairly active at steady prices. White Standard Flannels sell at 85 for No. 3 and 77½ for No. 4. Plain Scarlet and Orange range from 37½ to 65 cents.

AMERICAN LINEN is steady at former prices. Crash bleached 15c, do unbleached 16c, Huckabuck bleached 20c, do unbleached 21c.

FOREIGN GOODS are less active for the various styles of heavy leading goods, but there is more activity and firmness in velvets, trimmings and lace, and white goods and hosiery generally.

MANCHESTER COTTON GOODS' MARKET, LONDON WOOL SALES, ETC.—In reference to these markets, our correspondent in London, writing under the date of Sept. 28, thus alludes:

MANCHESTER, Sept. 28.—Owing to the upward movement in the value of cotton at Liverpool, there has been an improved demand both for cotton yarn and cotton goods this week, and considerable business has been transacted. As regards yarns, both home and continental buyers have purchased freely, and prices may be considered about ½d. per lb. higher than at the close of last week. In cloth, however, there is no improvement in price. Manufacturers have endeavored to obtain more money; but when higher prices are demanded, business is immediately checked. The transactions in cloth have been to a moderate extent.

WOOL IN THE MANUFACTURING DISTRICTS.—The business doing in wool is but moderate; but as the public sales of colonial wool have closed with firmness, all classes command full prices. The position of the trade for woollen manufactures is similar, the amount of business passing being but moderate, whilst full prices are obtained.

LONDON WOOL SALES.—These sales were brought to a close on the 25th of September. The total supply of wool offered for sale amounted to 140,540 bales, comprising 38,409 bales from the Sydney and Melbourne, 21,045 Port Philips, 7,762 South Australia, 9,518 Van Diemen's Land, 19,501 Cape of Good Hope, and 2,235 bales from sundry places. The consecutive deductions in the rates of discount happened opportunely for these sales, the first reduction in the Bank rate having been effected previously to the commencement of the first sale. Throughout the series, and almost without exception, the biddings have ruled active, and as German buyers have operated with more freedom, the sales have closed with considerable firmness. The advance in prices is from ½d. to 1d. per lb. chiefly on the best qualities. The supply taken for export is estimated at 35,000 bales. It is estimated that the supply of Cape wool to be brought forward at the November sales will be at least 30,000 bales. Some of the prices realised are subjoined: AUSTRALIAN AND QUEENSLAND. Good flecks 1s. 10d. to 2s. 6d.; average do, 1s. 6d. to 1s. 9d.; scoured clothing 1s. 10d. to 2s. 6d.; lambs 1s. 8d. to 2s. in grease 8d. to 1s. PORT PHILIPS. Good flecks 1s. 11d. to 2s. 1d.; average do, 1s. 7d. to 1s. 10d.; scoured do, 1s. 10d. to 2s. 6d.; lambs 1s. 10d. to 2s. 4d.; in grease 8d. to 1s. 8d. ADELAIDE. Average to good flecks 1s. 4d. to 1s. 6d.; lambs 1s. 3d. to 1s. 8d.; locks and pieces 10d. to 1s. 2d.; in grease 7d. to 1s. NEW ZEALAND. Good flecks 1s. 8d. to 1s. 10d.; average do, 1s. 6d. to 1s. 7d.; in grease 8d. to 1s. 1d. CAPE OF GOOD HOPE. Good flecks 1s. 4d. to 1s. 6d.; medium do 1s. 2d.; grease 7d. to 1s. per lb. About 50,000 bales will be offered at the next series of sales, of which 30,000 bales will consist of Cape produce.

#### IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Oct. 11, 1866, and the corresponding weeks of 1864 and 1865, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCTOBER 11, 1866.

	1864.	1865.	1866.
Manufactures of wool...	238 \$80,383	2722 \$1,161,056	1803 \$835,048
do cotton...	27 6,403	1788 535,258	560 178,007
do silk...	51 35,315	632 690,935	295 399,106
do flax...	82 21,382	1301 301,320	790 188,467
Miscellaneous dry goods...	48 20,297	259 136,230	315 137,368
Total...	446 \$163,981	6902 \$2,884,685	3835 \$1,645,890

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

Manufactures of wool...	1087 \$453,429	263 \$84,527	684 \$292,377
do cotton...	119 24,972	57 15,739	181 55,542
do silk...	155 139,821	26 37,679	109 112,362
do flax...	994 87,333	177 49,133	276 73,142
Miscellaneous dry goods...	99 21,509	201 12,417	374 26,112
Total...	1854 \$737,055	734 \$199,845	1624 \$558,535
Add entered for consumption...	446 163,981	6902 2,884,685	3835 1,645,890
Total thrown upon market...	1300 \$901,048	7636 \$3,084,530	5459 \$2,204,425

#### ENTERED FOR CONSUMPTION DURING THE SAME PERIOD.

Manufactures of wool...	623 \$241,080	516 \$236,133	355 \$150,546
do cotton...	195 69,452	127 40,572	212 59,404
do silk...	104 78,533	63 83,959	26 25,394
do flax...	86 164,475	379 115,730	3576 110,554
Miscellaneous dry goods...	187 38,072	21 5,414	15 3,542
Total...	1955 \$588,612	1106 \$481,833	4184 \$349,440
Add entered for consumption...	446 163,981	6902 2,884,685	3835 1,645,890
Total entered at the port...	2401 \$752,593	8008 \$3,366,518	8019 \$1,995,330

#### DETAILED STATEMENT.

The following is a detailed statement of the movement the past week, ending Oct. 11, 1866:

ENTERED FOR CONSUMPTION.

Pkgs. Value.	Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
MANUF'S OF WOOL.			
Woolens... 297 \$157,951			
Cloths... 48 30,952			
Carpeting... 240 72,011			
Blankets... 84 11,236			
Shawls... 25 23,278			
Gloves... 18 6,699			
Worsted... 638 329,737			
Hose... 31,642 81,642			
Merinos... 52 33,374			
Worsted y'n... 53 5,387			
Lastings... 2 1,053			
Braids & bds... 64 25,999			
Cot. & worst... 250 103,076			
Total... 1803 \$835,048			
MANUF'S OF COTTON.			
Cottons... 164 \$53,862			
Colored... 20 6,986			
Prints... 9 3,034			
Ginghams... 3 2,396			
Emb'd mus'n... 3 5,105			
Velvets... 11 3,576			
Laces... 19 6,384			
Braids & bds... 26 \$10,393			
Gloves... 35 9,720			
Hdkfs... 1 294			
Spool... 18 70,516			
Total... 560 \$178,007			
MANUF'S OF SILK.			
Silks... 57 \$97,355			
Finishes... 2 2,191			
Velvets... 49 57,061			
Ribbons... 70 69,192			
Laces... 25 17,535			
Cravats... 2 2,018			
Vestings... 5 9,999			

Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
Hdkfs... 1 294	Linen & cot... 3 1,005	Matting... 55 3,287
Hose... 18 70,516	Laces... 11 11,028	Oil cloth... 13 1,977
Raw... 19 11,638	Hdkfs... 17 13,801	Clothing... 26 9,639
Sewings... 2 1,529	Thread... 44 12,618	Embroideries... 33 26,588
Braids & bds... 11 9,454	Hemp yarn... 40 4,186	Millinery... 2 681
Silk & worst... 16 13,217		Corsets... 58 22,962
Silk & cotton... 33 22,363		Straw goods... 119 21,133
Total... 295 \$309,106	Total... 790 \$188,467	Feath. & flow... 43 9,751
MANUF'S OF FLAX.	MISCELLANEOUS.	Susp. & elas... 14 5,006
Linen... 675 \$145,784	Leath. gloves... 12 \$16,909	Total... 387 \$135,368
	Kid gloves... 14 18,125	

#### WITHDRAWN FROM WAREHOUSE.

Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
MANUF'S OF WOOL.		
Woolens... 139 \$69,437	Laces... 7 \$3,929	MANUF'S OF FLAX.
Cloths... 11 5,729	Braids & bds... 5 2,689	Linen... 235 \$60,210
Carpeting... 41 12,597	Gloves... 2 720	Laces... 2 1,268
Blankets... 75 8,526	Spool... 25 5,852	Hdkfs... 9 7,609
Shawls... 22 18,818	Hose... 33 9,435	Thread... 4 1,106
Gloves... 5 3,576	Total... 181 \$57,542	Hemp yarn... 8 1,851
Worsted... 213 97,294		Total... 276 \$72,142
Hose... 11 3,161	MANUF'S OF SILK.	
Wor. yarn... 9 5,315	Silks... 46 \$65,673	Leath. Gloves... 2 \$2,247
Lasting... 1 763	Satins... 1 1,174	Matting... 296 1,332
Braids & bds... 3 1,880	Velvets... 8 8,111	Clothing... 1 282
Cot & woe'd... 154 64,359	Ribbons... 28 25,638	Embroideries... 3 2,507
Total... 684 \$292,377	Laces... 5 2,353	Corsets... 16 4,531
MANUF'S OF COTTON.	Braids & bds... 14 4,445	Straw goods... 53 14,135
Cottons... 39 \$13,248	Silk & woe'd... 3 2,360	Feath. & flow... 1 141
Colored... 47 12,489	Silk & cotton... 3 2,302	Sus. & elas... 2 864
Prints... 10 2,579	Silk & Linen... 1 400	Total... 374 \$26,112
Ginghams... 1 190	Total... 109 \$112,363	
Emb. Muslins... 6 3,128		
Velvets... 5 1,945		

#### ENTERED FOR WAREHOUSING.

Pkgs. Value.	Pkgs. Value.	Value. Pkgs.
MANUF'S OF WOOL.		
Woolens... 30 \$49,493	Laces... 4 \$3,928	Silk & cot... 1 \$1,433
Carpeting... 63 15,042	Braids & bds... 6 1,828	Total... 26 \$35,394
Worsted... 108 41,939	Spool... 19 5,031	MANUF'S OF FLAX.
Worsted yarn... 8 1,019	Total... 212 \$59,404	Linen... 293 \$64,937
Braids & bds... 1 515		Hdkfs... 10 7,756
Cot. & worst... 100 42,528	MANUF'S OF SILK.	Thread... 10 2,091
Total... 355 \$150,546	Silks... 4 \$8,044	Hemp yarn... 3,263 15,770
MANUF'S OF COTTON.	Ribbons... 2 1,324	Total... 3,776 \$110,554
Cottons... 146 \$43,022	Laces... 2 875	MISCELLANEOUS.
Colored... 15 2,957	Cravats... 1 915	Embroideries... 2 \$1,374
Ginghams... 8 2,736	Sewings... 1 2,815	Straw goods... 13 2,163
Emb. muslins... 12 2,144	Braids & bds... 3 2,35	Total... 15 \$3,542
Velvets... 2 873	Silk & worst... 11 6,611	

#### IMPORTS

(OTHER THAN DRY GOODS AND SPECIE) AT THE PORT OF NEW YORK FOR THE WEEK ENDING OCTOBER 5, 1866.

[The quantity is given in packages when not otherwise specified.]

Pkgs. Value.	Pkgs. Value.	Pkgs. Value.
China, Glass & B.		
ware...		
Bottles... 133	Figs... 4,173	Other... 92 13,381
China... 218 14,466	Lemons... 6,390	Woods...
Earth'n'w'e... 1,750 62,346	Nuts... 23,829	Brazil wood... 2,145
Glass... 15,282 30,054	Raisins... 26,897	Cork... 2,939
Glassware... 687 20,122	Sauces and pres... 12,206	Fustic, lbs... 25 228
Glass plate... 199 31,830	Optical... 2 1,490	Willow... 1,253
Drugs &c...	Jewelry &c...	Other... 3,502
Acids... 19 1,780	Jewelry... 11 52,949	Alabaster Orn. 62 1,013
Aniline... 2,603	Watches... 21 50,226	Baskets... 38 2,836
Alum... 3,911	Leather, Hides, &c...	Bags... 8 9
Alum's cake... 1,152	Bristles... 25 4,342	Boxes... 1,869
Ammonia, sal... 6,037	Boots & shs... 6 1,123	Buttons... 78 18,851
Arrow root... 3 171	Hides, dress... 138 65,107	Building stone... 1,157
Argols... 22 4,274	ed... 138 65,107	Cigars... 164 10,803
Bark, Peru... 205 2,358	Hides, undress... 131,191	Coal, ton... 739 22,737
Barytes... 189 1,783	ed... 131,191	Corks... 2,706
Blea powder... 93 2,831	Liquors, Wines, &c...	Cotton... 2 150
Brimet's, tns... 142 3,627	Ale... 75 755	Clocks... 18 2,651
Leeches... 8 177	Brandy... 969 19,658	Coena, bgs... 250 4,329
Chickory... 6 179	Cordials... 91 825	Coffee, bgs... 5,278 90,028
Chocohual... 17 3,369	Cortices... 190 1,641	Fancy goods... 66,097
Colic... 545 3,695	Rum... 70 3,014	Feathers... 7,003
Gums, crude... 946 19,517	Whiskey... 150 3,367	Flax... 62 8,910
do arabic... 388 15,949	Wines... 7,302 61,397	Fish... 8,591
do copavi... 15 968	Champagne... 21,187	Furniture... 7 292
do copal... 21 958	baskets... 1,385 21,187	Gunny cloth... 224 5,732
Indigo... 66 10,488	Metals, &c...	Hair... 2 1,396
Ipecaca... 1,282	Brass Goods... 6 1,236	Hair cloth... 5 3,345
Leeches... 8 177	Chains & an... 6 3,768	Hemp... 459 8,932
Licopaste... 105 3,516	Copper... 2 2,669	Honey... 10 361
Licopaste... 207 6,467	Cutlery... 51 35,083	Hops... 41 3,551
Magnesia... 42 769	Gas fixtures... 9 1,303	Ind. rubber... 185 8,291
Oils... 25 776	Guns... 17 2,308	Ivory... 22 7,399
do ess... 21 1,220	Hardware... 269 39,087	Machinery... 326 5,413
do linseed... 1173 115,259	Iron, hoop... 3,159	Marble & mant... 4,830
do olive... 350 19,854	Iron, R. shet... 6,929	Molasses... 1,171 30,979
Paints... 18,357	Iron, pig... 53 3,159	Oil paintings... 16 5,781
Potash, hyd... 6 923	tons... 756 12,262	Paper hang... 3 416
do chlo... 2,938	Iron, R. shet... 6,929	Perfumery... 50 6,821
do bich... 4,706	Iron, sheet... 141 9,260	Pipes... 5,224
do prus... 11 1,438	Iron, other... 37,252	Provisions... 186
Phosphorus... 60 3,829	Lead, pigs... 3,830 20,035	Rags... 750 24,460
Quinine... 25 5,932	Metal goods... 60 13,641	Rice... 8,161
R. Antimony... 2 204	Needles... 11 8,590	Rope... 23,296
Shellac... 128 3,613	Old metal... 1,201	Salt... 10,043
Senna... 862	Plated ware... 2 932	Statuary... 2,568
Safflower... 927	Pur. Caps... 2 343	Seeds... 6,217
Soda, bi carb... 40 157	Saddlery... 9 2,279	Linseed... 3,390 13,751
do sal... 803 4,283	Salt... 3,395 56,306	Soap... 314 22,296
do ash... 321 11,668	Spliter... 979	Sugar, boxes & bbls... 4,500 56,238
do nitrate... 1,181	Sugar of Lead... 457	Sugar, bbls, tes... 7,003
Sponges... 14 1,932	Sulph Copper... 131 2,668	Trees & plants... 500
Sugar of Lead... 457	Verdigris... 4 800	Tea... 8,365 151,986
Sulph Copper... 131 2,668	Vitrol... 717	Twine... 8 1,347
Verdigris... 4 800	Other... 12,658	Toy... 682 33,157
Wine... 3 1,607	Wine... 12,658	Waste... 14 745
Zinc, bxs... 14,996 102,209		Wool, bales... 5 135
		Other... 2,980
		Total... \$4,509,499

MANUF'S OF WOOL.

Woolens... 297 \$157,951

Cloths... 48 30,952

Carpeting... 240 72,011

Blankets... 84 11,236

Shawls... 25 23,278

Gloves... 18 6,699

Worsted... 638 329,737

Hose... 31,642 81,642

Merinos... 52 33,374

Worsted y'n... 53 5,387

Lastings... 2 1,053

Braids & bds... 64 25,999

Cot. & worst... 250 103,076

Total... 1803 \$835,048

MANUF'S OF COTTON.

Cottons... 164 \$53,862

Colored... 20 6,986

Prints... 9 3,034

Ginghams... 3 2,396

Emb'd mus'n... 3 5,105

Velvets... 11 3,576

Laces... 19 6,384

Braids & bds... 26 \$10,393

Gloves... 35 9,720

Hdkfs... 1 294

Spool... 18 70,516

Total... 560 \$178,007

MAN

## PRICES CURRENT.

## WHOLESALE.

All goods deposited in public stores or bonded warehouses must be withdrawn therefrom, or the duties thereon paid within one year from the date of the original importation, but may be withdrawn by the owner for exportation to Foreign Countries, or may be transhipped to any port of the Pacific, or Western Coast of the United States, at any time before the expiration of three years from the date of the original importation, such goods on arrival at a Pacific or Western port, to be subject to the same rules and regulations as if originally imported there; any goods remaining in public store or bonded warehouse beyond three years shall be regarded as abandoned to the Government, and sold under such regulations as the Secretary of the Treasury may prescribe. Merchandise upon which duties have been paid may remain in warehouse in custody of the officers of the customs at the expense and risk of the owners of said merchandise, and if exported directly from said custody to a Foreign Country within three years, shall be entitled to return duties, proper evidence of such merchandise having been landed abroad to be furnished to the collector by the importer, one per centum of said duties to be retained by the Government.

In addition to the duties noted below, a discriminating duty of 10 per cent. ad val. is levied on all imports under flags that have no reciprocal treaties with the United States.

On all goods, wares, and merchandise, of the growth or produce of Countries East of the Cape of Good Hope, when imported from places this side of the Cape of Good Hope, a duty of 10 per cent. ad val. is levied in addition to the duties imposed on any such articles when imported directly from the place or places of their growth or production; Raw Cotton and Raw Silk excepted.

The tax in all cases to be 2,240 lb.

**Asbes**—Duty: 15 per cent ad val.  
Pot, 1st sort..... per 100 lb. 9 50  
Pearl, 1st sort..... 12 00 @ 12 50

**Anchor**—Duty: 2 1/2 cents per lb.  
Of 300 lb and upward..... 94 @ ..

**Beeswax**—Duty: 30 per cent ad val.  
American yellow..... 41 @ 42

**Bones**—Duty: on invoice 10 per cent.  
Rio Grande shls..... per ton 83 00

**Bread**—Duty: 30 per cent ad val.  
Pilot..... 62  
Navy..... 54  
Crackers..... 7 @ 14

**Breadstuffs**—See special report.

**Bricks**.  
Common hard..... per M. 12 01 @ 13 00  
Croton..... 16 00 @ 17 00  
Philadelphia Fronts..... 45 00 @ 50 00

**Bristles**—Duty: 15 cents; hogs hair, 1 per lb.  
American, gray and white..... 75 @ 3 00

**Butter and Cheese**—Duty: 4 cents.  
Butter—  
New York State—Fresh pails..... 45 @ 55  
Firks..... 35 @ 43  
Half drim tubs..... 38 @ 43  
Welsh tubs, prime..... 32 @ 40  
Welsh tubs, second quality..... 32 @ 34  
North Pennsylvania—Firks..... 32 @ 35  
West n b serve—Firks..... 27 @ 35  
Western States—Firks, yellow..... 29 @ 31  
Firks, sec and quality..... 26 @ 27  
Firks, store packed..... 13 @ 25  
Firks, common..... 10 @ 22  
Cheese—  
Factory Dairies..... 16 @ 17 1/2  
West ra..... 15 @ 16  
Farm Dairies..... 14 @ 17  
Western..... 14 @ 16  
Common..... 10 @ 14  
Ohi Dairies..... 13 @ 17

**Candles**—Duty: tallow, 2 1/2; spermaceti and wax 8; stearine and adamantine, 5 cents per lb.  
Sperm, patent..... 50 @ ..  
Refined sperm, city..... 40 @ ..  
Stearic..... 30 @ 31  
Adamantine..... 12 @ 28

**Cement**—Rosendale..... per bbl. 1 75

**Chains**—Duty: 2 1/2 cents per lb.  
One inch and upward..... 87 @ 9

**Coal**—Duty: bituminous, \$1 25 per ton of 28 bushels 80 lb to the bushel; other than bituminous, 40 cents per 28 bushels of 80 lb bushel.  
Liverpool Orrel, per ton of 240 lb..... 15 00  
Liverpool House Canal..... 17 00  
Anthracite..... 8 50 @ 9 50

**Cocoa**—Duty: 5 cents per lb.  
Caracas..... (gold) (in bond)..... 20 @ 22  
Maracaibo (gold)..... 20 @ ..  
Guayaquil (gold)..... 14 @ 14 1/2

**Coffee**—Duty: When imported direct in American or equalized vessels from the place of its growth or production; also, the growth of countries this side the Cape of Good Hope when imported indirectly in American or equalized vessels, 5 cents per lb; all other 10 per cent ad valorem in addition.  
Rio, prime, duty paid..... gold 19 1/2 @ 20  
do good..... gold 14 1/2 @ 19  
do fair..... gold 17 @ 18  
do ordinary..... gold 17 @ 17 1/2  
do fair to good average..... gold 17 1/2 @ 18 1/2  
Java, mats and bags..... gold 25 1/2 @ 26  
Native Ceylon..... 19 1/2 @ 22  
Maracaibo..... 17 1/2 @ 20  
Laguaira..... 17 1/2 @ 19 1/2  
Rio de Janeiro..... 19 1/2 @ 20

**Copper**—Duty, pig, bar, and ingot, 2 1/2; old copper 2 cents per lb; manufactured, 35 per cent ad val; sheathing copper and yellow metal, in sheets 42 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, new..... 45  
Sheathing, yellow..... 32  
Bolts..... 45  
Brassiers..... 30  
Baltimore..... 31  
Detroit..... 30  
Portage Lake..... 30

**Cordage**—Duty, tarred, 8; untarred Manila, 2 1/2 other untarred, 3 1/2 cents per lb.  
Manila..... 22 1/2 @ 23 1/2  
Tarred Russia..... 19  
Tarred American..... 19  
Bolt Rope, Russia..... 24

**Corks**—Duty, 50 per cent ad val.  
Regular, quarts..... gross 65 @ 70  
Short Tapers..... 50 @ 70  
Mineral..... 12 @ 40  
Phal..... 12 @ 40

**Cotton**—See special report.

**Drugs and Dyes**—Duty, Alcohol, 9 50 per gallon; Aloes, 6 cents per lb; Alum, 60 cents per 100 lb; Argols, 6 cents per lb; Arsenic and Assafoetida, 20; Antimony, Crude and Regulus, 10; Arrowroot, 30 per cent ad val; Balsam Capivi, 20; Balsam Tolu, 30; Balsam Peru, 50 cents per lb; Calisaya Bark, 80 per cent ad val; Bi Carb. Soda, 1 1/2; Bi Chromate Potash, 3 cents per lb; Bleaching Powder, 30 cents per 100 lb; Refined Borax, 10 cents per lb; Crude Brimstone, 36; Refined Brimstone, 10 per ton; Flor Sulphur, 30 per ton, and 15 per cent ad val; Crude Camphor, 30; Refined Camphor, 40 cents per lb; Carb. Ammonia, 20 per cent ad val; Cardamoms and Cantharides, 50 cents per lb; Castor Oil, \$1 per gallon; Chlorate Potash, 6; Caustic Soda, 1 1/2; Citric Acid, 10; Copperas, 4; Cream Tartar, 10; Cubebs, 10 cents per lb; Cutch, 10; Chamomile Flowers, 20 per cent ad val; Epsom Salts, 1 cent per lb; Extract Logwood, Flowers Benzola and Gamboge, 10 per cent; Ginseng, 20; Gum Arabic, 30 per cent ad val; Gum Benzoin, Gum Kowie, and Gum Damur, 10 cents per lb; Gum Myrrh, Gum Senegal, Gum Geeda and Gum Tragacanth, 20 per cent ad val; Hyd. Potash and Resublimed Iodine, 75; Ipecac and Jalap, 50; Lic. Paste, 10; Manna, 25; Oil Anis, Oil Lemon, and Oil Orange, 50 cents; Oil Cassia and Oil Bergamot, \$1 per lb; Oil Peppermint, 50 per cent ad val; Opium, \$2 50; Oxalic Acid, 4 cents per lb; Phosphorus, 20 per cent ad val; Pruss. Potash, Yellow, 5; Red do, 10; Rhubarb, 50 cents per lb; Quicksilver, 15 per cent ad val; Sal Eratrus, 1 1/2 cents per lb; Sal Soda, 1 cent per lb; Sarsaparilla and Senna, 20 per cent ad val; Shell Lac, 10; Soda Ash, 1 1/2; Sugar Lead, 20 cents per lb; Sulph. Quinine, 45 per cent ad val; Sulph. Morphine, \$2 50 per oz; Tartaric Acid, 20; Verdigris, 5 cents per lb; Sal Ammoniac, 20; Blue Vitriol, 25 per cent ad val; Etherial Preparations and Extracts, \$1 per lb; all others quoted below, FREE.

Acid, Citric..... (gold) 57  
Alcohol..... per gall. 4 74  
Aloes, Cape..... 25 @ 36  
Aloes, Socotrine..... 75 @ 85  
Alum..... 4 @ 5  
Annato, fair to prime..... 15 @ 1 25  
Antimony, Regulus of..... 13 @ ..  
Argols, Crude..... 24 @ 25  
Argols, Refined..... 38 @ 40  
Arsenic, Powdered..... 25 @ 28  
Assafoetida..... 25 @ 45  
Balsam Capivi..... 25 @ 25  
Balsam Tolu..... 25 @ 25  
Balsam Peru..... (gold) 2 50 @ 2 75  
Berries, Persian..... 46 @ 48  
Bi Carb. Soda, Newcastle..... (gold) 6 @ 6 1/2  
Bi Chromate Potash..... (gold) 5 @ 22  
Bleaching Powder..... (gold) 31 @ 32  
Borax, Refined..... 41 @ 42  
Brimstone, Crude..... per ton (gold) 54 @ 6  
Brimstone, Am. Roll..... 41 @ 42  
Brimstone, 1 lb for Sulphur..... 54 @ 6  
Camphor, Crude, (in bond)..... (gold) 97 1/2 @ 1 00  
Camphor, Refined..... 19 @ 1 75  
Cantharides..... 19 @ 1 75  
Carbonate Ammonia, in bulk..... 3 00 @ 3 25  
Cardamoms, Malabar..... 2 85 @ 2 80  
Castor Oil Cases..... 50 @ 60  
Chlorate Potash..... (gold) 85 @ 36  
Caustic Soda..... (gold) 64 @ 63  
Cobalt, Crystals..... in kegs. 112 lb 1 10 @ ..  
Cochineal, Honduras..... (gold) 80 @ 95  
Cochineal, Mexican..... (gold) 2 @ 2 1/2  
Copperas, American..... 45 @ 50  
Cream Tartar, prime..... (gold) 16 1/2 @ 17  
Cubebs, East India..... 16 1/2 @ 17  
Cutch..... 11 @ 41  
Epsom Salts..... 30 @ 60  
Extract Logwood..... 11 @ 60  
Flowers, Benzoin..... per oz. 30 @ 60  
Folia, Buchu..... 54 @ ..  
Gambier..... gold per lb 1 75 @ 2 00  
Gamboge..... 1 75 @ 2 00  
Ginger, Jamaica, b'd, in bbls..... 85 @ 1 01  
Ginseng, Southern and Western..... 70 @ 80  
Gum Arabic, Picked..... 42 @ 45  
Gum Arabic, Sorts..... 42 @ 45  
Gum Benzoin..... (gold) 82 @ 85  
Gum Kowie..... 82 @ 85  
Gum Geeda..... 82 @ 85  
Gum Damur..... 82 @ 85  
Gum Myrrh, East India..... 55 @ 65  
Gum Myrrh, Turkey..... 55 @ 65  
Gum Senegal..... (gold) 80 @ 40  
Gum Tragacanth, Sorts..... 80 @ 40  
Gum Tragacanth, w. flakey (gold) 3 00 @ 3 85  
Hyd. Potash, Fr. and Eng. (gold) 6 50 @ ..  
Iodine, Resublimed..... 4 25 @ ..  
Ipecacuanha, Brazil..... 2 40 @ ..  
Jalap..... 2 40 @ ..  
Jalap Berries..... 25 @ 55  
Licorice Paste, Calabria..... 41 @ 42  
Licorice Paste, Sicily..... 42 @ 43  
Licorice Paste, Spanish B'd..... 40 @ 45

Licorice Paste, Greek..... 30 @ ..  
Madder, Dutch..... 84 @ 84  
Madder, French, E. X. F. F. do 7 @ ..  
Manna, large flake..... 2 04 @ ..  
Nutmegs Blue Aleppo..... 45 @ ..  
Oil Anis..... 4 40 @ ..  
Oil Cassia..... 6 50 @ 9 50  
Oil Bergamot..... 2 90 @ 3 25  
Oil Lemon..... (gold) 8 25 @ ..  
Oil Peppermint, pure..... 7 25 @ 7 87 1/2  
Opium, Turkey..... (gold) 45 @ 46  
Oregano..... 45 @ 46  
Phosphorus..... 41 @ 1 00  
Prussiate Potash..... 15 @ ..  
Quicksilver..... 8 00 @ 8 50  
Rhubarb, China..... (gold) 20 @ 20  
Sal Ammoniac, Refined..... (gold) 101 @ ..  
Sarsaparilla, New Castle..... 24 @ ..  
Sarsaparilla, Hond..... 45 @ 45  
Sarsaparilla, Mex..... 24 @ 30  
Senna, Alexandria..... 18 @ 30  
Senna, East India..... 50 @ 60  
Seneca Root..... 40 @ 45  
Shell Lac..... 20 @ 25  
Soda Ash (50 per cent)..... (gold) 2 65 @ 2 70  
Sugar Lead, White..... (go d) 7 75 @ 8 00  
Sulphate Quinine, Am..... 54 @ 54  
Sulphate Morphine..... 50 @ 53  
Tartaric Acid..... (gold) 11 @ 12  
Verdigris, dry and extra dry..... 11 @ 12  
Vitriol, Blue..... 11 @ 12

**Duck**—Duty, 30 per cent ad val.  
Ravens, Light..... per pee 16 00 @ 18 00  
Ravens, Heavy..... 20 00 @ ..  
Scotch, Gourook, No. 1 per yard..... 85 @ 76  
Cotton, No. 1..... per yard 85 @ ..

**Dye Woods**—Duty free.  
Camwood..... (gold) per ton .. @ ..  
Fustic, Cuba..... 21 @ 21 00  
Fustic, Tampico..... 22 50 @ 23 00  
Fustic, Savanilla..... 22 50 @ 23 00  
Fustic, Maracaibo..... 2 50 @ 23 00  
Logwood, Campeachy..... (gold) 25 50 @ ..  
Logwood, Hond..... (gold) .. @ ..  
Logwood, Tabasco..... (gold) .. @ ..  
Logwood, St. Domingo..... .. @ ..  
Logwood, Jamaica..... .. @ ..  
Lima wood..... (gold) 110 @ 00  
Barwood..... (gold) .. @ ..  
Sapan Wood, Manila..... .. @ ..

**Feathers**—Duty: 30 per cent ad val.  
Prime Western..... per lb 50 @ 8 1/2  
do Tennessee..... 50 @ 70

**Fish**—Duty, Mackerel, 2; Herrings, 1; Salmon 3; other pickled, \$1 50 per bbl; on other Fish, Pickled, Smoked, or Dried, in smaller pkgs. than barrels, 50 cents per 100 lb.

Dry Cod..... per cwt. 7 50 @ 8 87 1/2  
Dry Scale..... per bbl. 6 00 @ 6 50  
Pickled Scale..... per bbl. 6 00 @ 6 50  
Pickled Cod..... per bbl. 7 50 @ 8 00  
Mackerel, No. 1, Mass. shore..... 2 10 @ ..  
Mackerel, No. 1, Halifax..... 20 50 @ 21 00  
Mackerel, No. 2, Bay..... 18 00 @ 18 25  
Mackerel, No. 2, Halifax..... 14 25 @ 14 50  
Mackerel, No. 3, Mass. large..... 14 25 @ 14 50  
Mackerel, No. 3, Halifax..... 14 25 @ 14 50  
Salmon, Pickled, No. 1..... 40 00 @ 41 00  
Shad, Connecticut, No. 1, per h. bbl. .... @ ..  
Shad, Connecticut, No. 2..... .. @ ..  
Herring, Scaled..... per box 50 @ 60  
Herring, No. 1..... 50 @ ..  
Herring, pickled..... per bbl. 5 00 @ 9 00

**Flax**—Duty: \$15 per ton.  
Jersey..... 18 @ 24

**Fruit**—Duty: Raisins, Currants, Figs, Plums and Prunes, 3; Shelled Almonds, 10; Almonds, 6; other nuts, 2; Dates, 2; Peanuts, 1; Shelled do, 1; Filberts and Walnuts, 3 cents per lb; Sardines, 50; Preserved Ginger, 50; Green Fruits, 25 per cent ad val.  
Raisins, Seedless..... per cask .. @ ..  
do Layer new..... per box 4 80 @ ..  
do Bunch..... 4 00 @ ..  
Currants..... per lb 14 @ 15  
Citron, Leghorn..... 32 @ 32 1/2  
Prunes, Turkish..... 15 @ 16  
Dates..... 16 @ 18  
Almonds, Languedoc..... 88 @ 89  
do Provence..... 82 @ 83  
do Sicily, Soft Shell..... 29 @ 30  
do Shelled..... 47 @ 52  
Sardines..... per box 28 @ 29  
do per h. box 19 @ 20  
Figs, Smyrna..... per lb 10 @ 21  
Brazil Nuts..... 15 @ 17  
Filberts, Sicily..... 12 @ 18  
Walnuts, French..... 10 @ 18

**Dried Fruit**—  
Apples..... per lb 10 @ 11  
Blackberries..... 25 @ 30  
Black Raspberries..... 80 @ 85  
Pared Peaches..... 21 @ 31  
Unpeeled do..... 17 @ 18  
Cherries, pitted, new..... 40 @ 45

**Furs**—Duty, 10 per cent.  
Gold Prices—Add premium on gold for currency prices. (quotations nominal.)

North and East. Western.  
Beaver, Dark..... per lb 1 00 @ 2 00 1 25 @ 1 50  
do Pale..... 1 25 @ 1 50 1 00 @ 1 25  
Bear, Black..... per skin 5 00 @ 15 00 5 00 @ 10 00  
do Brown..... 4 00 @ 8 00 4 00 @ 7 00  
Badger..... 90 @ 1 50 40 @ 1 00  
Cat, Wild..... 90 @ 1 50 40 @ 1 00  
do House..... 10 @ 20 10 @ 20  
Fisher..... 5 00 @ 10 00 3 00 @ 5 00  
Fox, Silver..... 10 00 @ 75 00 6 00 @ 50 00



Caroline, city made.....	16 00	@	20 00
China clay.....	29 00	@	30 00
Chalk, block.....	5 00	@	5 00
Chrome yellow.....	15	@	40

<b>Petroleum</b> —Duty: crude, 30 cents; refined, 40 cents per gallon.			
Crude, 40 @ 47 gravity ..	gal.	4	@ 24
Refined, free.....		54	@
do in bond.....		43	@ 43
Yaptha, refined.....		25	@
Isidium.....	4 75	@	...

<b>Plaster Paris</b> —Duty: lump, free; calcined, 20 cent ad val.			
Blue Nova Scotia.....	ton.	@	4 50
White Nova Scotia.....		@	4 00
Calcined, eastern.....	bbl.	@	2 40
Calcined, city mills.....		@	2 50

<b>Provisions</b> —Duty: beef and pork, 1 cent; lard, bacon, and lard, 2 cents per lb.			
Beef, plain mess.....	bbl.	@	...
do new do.....	13 00	@	18 00
do extra mess.....		@	...
do do new.....	18 00	@	23 00
do India mess.....		@	...
Pork, mess, new.....	83 00	@	33 50
do prime mess.....		@	...
do mess, Old.....	31 00	@	31 25
do prime, do.....	59 75	@	30 00
Lard, in bbls.....	16 1/2	@	19
do kettle rendered.....		@	...
Hams, pickled.....	17 1/2	@	19 1/2
do dry salted.....	17 1/2	@	19 1/2
Shoulders, pickled.....	14 1/2	@	15
do dry salted.....	14 1/2	@	15
Beef hams.....		@	...
Bacon.....		@	...

<b>Rags</b> —(Domestic).			
White, city.....	10	@	11
Seconds.....	5	@	5 1/2
City colored.....	1	@	1
Canvas.....	10	@	11
Country mixed.....	5	@	5 1/2

<b>Rice</b> —Duty: cleaned 2 1/2 cents per lb.; paddy 10 cents, and uncleaned 2 cents per lb.			
Carolina.....	100 lb.	14 50	@ 15 25
East India, dressed.....		9 25	@ 9 75

<b>Salt</b> —Duty: sack, 24 cents per 100 lb.; bulk, 18 cents per 100 lb.			
Turks Islands.....	bush.	45 1/2	@ 46
Cadiz.....		@	...
Liverpool ground.....	sack	1 1/2	@ 1 95
do fine, Ashton's.....		2 70	@ 2 90
do fine, Worthington's.....		2 90	@ 2 95
do fine, Jeffreys & Darby's.....		@	...
do fine, Marshall's.....		@	...
Onondaga, com. fine.....	bbls.	2 50	@ 2 60
do do.....	210 lb. bgs.	1 50	@ 2 05
do do.....		43	@ 45
Solar coarse.....		52	@ 55
do fine, screened.....		45	@ 50
do do.....		45	@ 50
F. F.....	340 lb. bgs.	3 00	@ 3 25

<b>Salt-petre</b> —Duty: crude, 2 1/2 cents; refined and partially refined, 3 cents; nitrate soda, 1 cent per lb.			
Refined, pure.....	lb.	@	18
Crude.....		@	9 1/2
Nitrate soda.....	gold	@	4

<b>Seeds</b> —Duty: linseed, 16 cents; hemp, 1 cent per lb.; canary, 1 1/2 bushel of 60 lb.; and grass seeds, 30 cent ad val.			
Clover.....	lb.	1 1/2	@ 1 1/2
Timothy, reaped.....	bush.	3 25	@ 3 60
do parry.....	bush.	4 50	@ 5 00
Linseed, American, clean.....	tee	8 25	@ 8 40
do American, rough.....	bush	2 70	@ 2 75
do Calcutta.....	gold	2 70	@ 2 75
do Bombay.....		@	...

<b>Shot</b> —Duty: 2 1/2 cents per lb.			
Drop and Buck.....	lb.	11 1/2	@ 12 1/2

<b>Silk</b> —Duty: free. All thrown silk, 35 cent.			
Tastees, No. 1 @ 5.....	lb.	11 00	@ 12 40
Paysams, superior, No. 1 @ 2.....		10 10	@ 10 50
do medium, No. 3 @ 2.....		8 70	@ 9 50
Canton, re-reeled, No. 1 @ 2.....		8 50	@ 9 10
Japan, superior.....		11 50	@ 13 00
do Medium.....		9 00	@ 10 10
China thrown.....		12 50	@ 18 00
Italian thrown.....		@	...

<b>Skins</b> —Duty: 10 cent ad val.			
Goat, Caracoe.....	lb (gold)	40	@ 45
do Buenos Ayres.....	go d.	33	@ 44
do Vera Cruz.....	gold.	...	@ 55
do Tampico.....	gold.	57 1/2	@ 60
do Matamoros.....	gold.	...	@ 55
do Payta.....	gold.	41	@ 44
do Madras, each.....	cash.	...	@
do Cape.....	cash.	...	@
Deer, San Juan.....	gold	55	@ 60
do Bolivar.....	gold.	40	@ 41
do Honduras.....	gold.	...	@ 60
do Sisal.....	gold.	57 1/2	@ 60
do Para.....	gold.	10	@ 62 1/2
do Vera Cruz.....	gold.	...	@
do Chagres.....	gold.	...	@
do Puerto Cabello.....	gold.	...	@

<b>Soap</b> —Duty: 1 cent per lb., and 25 cent ad val.			
Castle.....	lb.	18	@ 19

<b>Spelter</b> —Duty: in pigs, bars, and plates, \$1 50 per 100 lbs.			
Plates, foreign.....	gold.	6 1/2	@ 6 1/2
do domestic.....		11	@ 11 1/2

<b>Spices</b> —Duty: mace, 40 cents; nutmeg, 30 cents; cassia and cloves, 30; pepper and pimento, 15; and ginger root, 5 cents per lb.			
Cassia, in mats.....	gold	45	@
Ginger, race and African.....		21	@ 23
Mace.....	(gold)	92 1/2	@ 95
Nutmegs, No. 1.....	(gold)	92 1/2	@ 95
Pepper.....	(gold)	21 1/2	@ 22
Pimento, Jamaica.....	(gold)	20	@ 20 1/2
Cloves.....	(gold)	20	@ 21 1/2

<b>Steel</b> —Duty: bars and ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 cent ad val. (Store prices.)			
English, cast, 3/4".....		18 1/2	@ 24
German.....		15 1/2	@ 17 1/2
American, spring.....		11	@ 12 1/2
English, spring.....		11 1/2	@ 13

<b>Sugar</b> —Duty: on raw or brown sugar, not above No. 12 Dutch standard, 8; on white or clayed, above No. 12 and not above No. 15 Dutch standard, not refined, 3 1/2; above 15 and not over 20, 4; on refined, 5; and on Melado, 2 1/2 cents per lb.			
Porto Rico.....	lb.	10 1/2	@ 14
Cuba, inf. to common refining.....		9 1/2	@ 10 1/2
do fair to good.....		10 1/2	@ 11
do fair to good grocery.....		11	@ 12
do prime to choice.....		12	@ 13
do centrifugal.....		9 1/2	@ 12 1/2
do Melado.....		6	@ 8
Havana, Boxes D. S. Nos. 7 to 9.....		9 1/2	@ 10 1/2
do do do 10 to 12.....		10 1/2	@ 11 1/2
do do do 13 to 15.....		12	@ 13
do do do 16 to 18.....		13 1/2	@ 14 1/2
do do do 19 to 20.....		14 1/2	@ 15 1/2
do do white.....		14 1/2	@ 15 1/2
Leaf.....		@	17 1/2
Granulated.....		@	16 1/2
Crushed and powdered.....		@	16 1/2
White coffee, A.....		@	15 1/2
Yellow coffee.....		@	15

<b>Sumac</b> —Duty: 10 cent ad val.			
Sicily.....	ton	100 00	@ 210 00

<b>Tallow</b> —Duty: 1 cent per lb.			
American, prime, country and city.....	lb.	12 1/2	@ 13 1/2

<b>Tea</b> —Duty: 25 cents per lb.			
Hyson, Common to fair.....	(Duty paid)	80	@ 1 05
do Superior to fine.....		1 15	@ 1 35
do Ex fine to finest.....		1 40	@ 1 65
Young Hyson, Common to fair.....		75	@ 1 10
do Superior to fine.....		1 20	@ 1 40
do Ex fine to finest.....		1 20	@ 1 40
Gunpow. & Imper, Com. to fair.....		1 10	@ 1 25
do do Sup. to fine.....		1 45	@ 1 60
do do Ex. f. to finest.....		1 55	@ 1 70
H. Skin & Twankay, Com. to fair.....		6	@ 7 1/2
do do Sup. to fine.....		75	@ 80
do do Ex. f. to finest.....		75	@ 85
Uncolored Japan, Com. to fair.....		90	@ 95
do do Sup. to fine.....		1 00	@ 1 05
do do Ex. f. to finest.....		1 10	@ 1 15
Oolong, Common to fair.....		80	@ 85
do Superior to fine.....		95	@ 1 10
do Ex fine to finest.....		1 20	@ 1 25
Souchong & Congou, Com. to fair.....		70	@ 80
do do Sup. to fine.....		90	@ 1 05
do do Ex. f. to finest.....		1 15	@ 1 20

<b>Tin</b> —Duty: pig, bars, and block, 15 cent ad val.			
Plates and sheets andterne plates, 25 per cent. ad val.			
Banca.....	(gold)	@	25
Straits.....	(gold)	@	25
English.....	(gold)	@	22 1/2
Plates, charcoal I. C.....	box	15 00	@ 15 1/2
do I. C. Coke.....		10 50	@ 14 00
do Terne Charcoal.....		15 25	@ 15 50
do Terne Coke.....		10 50	@ 10 75

<b>Tobacco</b> —Duty: leaf 35 cents per lb.; and manufactured, 50 cents per lb. Cigars \$3 per pound and 50 per cent ad valorem.			
Lugs and Common leaf.....	lb.	4	@ 10 1/2
Medium do do.....		8	@ 10
Good do do.....		15	@ 18
Fine do do.....		20	@ 21
Selections do do.....		21	@ 21
Conn. & d N Y. wrappers.....		12	@ 45
do prime wrappers.....		@	...
do fair wrappers.....		5	@ 9
do fillers.....		12	@ 25
New York running lots.....		8	@ 10
Ohio.....		4	@ 9
New York and Ohio fillers.....		80	@ 1 00
Yara.....		75	@ 1 00
Havana, fillers.....		80	@ 82
do do.....		28	@ 28
do (dark) Best Virginia.....		43	@ 47 1/2
do do Medium.....		80	@ 83
do do Common.....		@	...
do (Western)—Ex. fine, bright.....		@	...
do (Virginia)—Ex. fine, bright.....		60	@ 70
do do Fine.....		20	@ 30
do do Medium.....		10	@ 21
do do Common.....		28	@ 30
Navy do—Best Virginia & N.Y.....		25	@ 26
do do Common.....		55 00	@ 50 00
Cigars (domestic).....		25 00	@ 45 00
Seed and Havana, per M.....		20 00	@ 20 00
Clear Havana, do.....		18 00	@ 25 00
do Connecticut Seed.....		18 00	@ 25 00
New York Seed, Conn. Wrapper.....		18 00	@ 25 00
Penn. do do do.....		18 00	@ 25 00
Common Cigars.....		18 00	@ 25 00

<b>Whalebone</b> —Duty: foreign fishery, 20 cent ad val.			
South Sea.....	lb.	@	...
North west coast.....		@	...
Schotak.....		@	...
Polar.....		@	1 50

<b>Wines and Liquors</b> —Liquors—Duty: Brandy, first proof, \$5 per gallon; other liquors, \$2 50 per gallon; value net over 50 cents per gallon 30 cents per gallon and 25 cent ad valorem; over 50 cents and not over 100, 50 cents per gallon and 25 cent ad valorem; over \$1 per gallon, \$1 per gallon and 25 cent ad val.			
Brandy—J. & F. Martell.....	(gold)	5 70	@ 10 50
Hennessy.....	(gold)	5 30	@ 10 50
Clard, Dupuy & Co.....	(gold)	5 25	@ 10 50
Pinet, Castillon & Co.....	(gold)	5 20	@ 10 00
Renault & Co.....	(gold)	5 25	@ 10 50
J. Vassal & Co.....	(gold)	5 00	@ 10 50
Jules Robin.....	(gold)	5 20	@ 10 00
Marrette & Co.....	(gold)	...	@
United Vineyard Propr.....	(gold)	5 25	@ 10 00
Vine Growers Co.....	(gold)	5 25	@ 10 00
L. ger freres.....	(gold)	5 00	@ 10 00
Other brands Cognac.....	(gold)	5 00	@ 7 00
Pellevoisin freres.....	(gold)	4 90	@ 5 00
A. Seignette.....	(gold)	4 90	@ 5 00
Hivert Pellevoisin.....	(gold)	4 85	@ 4 90
Alex. Seignette.....	(gold)	4 85	@ 4 95
Arzac Seignette.....	(gold)	4 85	@ 4 95
Romex.....	(gold)	4 75	@ 4 85
Other brands Rochelle.....	(gold)	4 25	@ 4 55
Rum—Jamaica.....	(gold)	4 25	@ 6 00
St. Croix.....	(gold)	8 50	@ 3 60
Gin—Different brands.....	(gold)	2 90	@ 3 50
Whisky—Scotch and Irish.....	(gold)	4 00	@ 4 90
Mistle—N. E. Rum.....	(car.)	2 45	@ 2 90
Deuchar Whisky.....	(car.)	2 40	@ 6 00
Corn Whisky (in bond).....		41	@ 42

<b>Wines—Port</b> .....		2 00	@ 3 00
Burgundy Port.....	(gold)	90	@ 1 40
Sherry.....	(gold)	1 15	@ 8 00
Madeira.....	(gold)	4 00	@ 8 00
do Marselles.....	(gold)	50	@ 1 10
Sherry d.....	(gold)	25	@ 1 15
Malaga, sweet.....	(gold)	1 15	@ 1 75
do dry.....	(gold)	1 10	@ 1 50
Claret, in bbls.....	(go d)	8 00	@ 150 00
do in cases.....	(gold)	2 40	@ 30 00
Champagne.....	(gold)	12 00	@ 25 00

<b>Wire</b> —Duty: No. 0 to 18, uncovered, \$2 to \$3 50 per 100 lb., and 15 cent ad val.			
No. 0 to 18.....		10	@ 10
No. 19 to 25.....		30	@ 5 1/2
No. 26 to 36.....		25	@ 5 1/2
Telegraph, No. 7 to 11 Plain.....		9	@ 10

<b>Wool</b> —Duty: costing 12 cents or less per lb., 3 cents per lb.; over 12 and not more than 24, 7 cents over 24 and not over 32, 10, and 10 cent ad valorem; over 32, 12 cents per lb., and 10 cent ad valorem; on the skin, 30 cent ad val.			
American, Saxony fleeces.....	lb.	62	@ 70
do do full blood Merino.....		50	@ 58
do do 1/2 and 3/4 Merino.....		45	@ 50
Extra, pulled.....		42	@ 57
Superfine.....		47	@ 50
No. 1, pulled.....		18	@ 45
California, unwashed.....		33	@ 40
do common.....		29	@ 25
do do.....		80	@ 45
Texas.....		15	@ 25
Peruvian, unwashed.....		13	@ 33
Valparaiso, unwashed.....		27	@ 30
S. American Merino, unwashed.....		32	@ 37
do common, unwashed.....		18	@ 23
Entre Rios, washed.....		@	...
do unwashed.....		23	@ 24
S. American Cordova.....		42	@ 43
Donskol, washed.....		42	@ 45
Persian, washed.....		25	@ 30
African, unwashed.....		15	@ 25
do washed.....		85	@ 45
Mexican, unwashed.....		20	@ 25
Smyrna, unwashed.....		22	@ 25
do washed.....		35	@ 35

<b>Zinc</b> —Duty: pig or block, \$1 50 per 100 lb. sheet, 2 1/2 cents per lb.			
Sheet.....	lb.	13	@ 14

## The Railway Monitor.

**RAILROAD EARNINGS FOR SEPTEMBER.**—The gross earnings of the undermentioned railroads for the month of September, 1865 and 1866, comparatively, and the increase or decrease, are shown in the following statement:

Railroads.	1865.	1866.	Difference.
Atlantic & Great Western.....	\$540,537	\$528,959	Dec. \$11,578
Chicago and Great Eastern.....	106,383	103,087	Dec. 3,296
Chicago & Northwestern.....	946,707	989,063	Inc. 42,356
Chicago and Rock Island & Pacific.....	384,239	396,060	Inc. 11,821
Illinois Central.....	739,736	551,021	Dec. 188,715
McGregor Western.....	26,153	18,473	Dec. 7,781
Marietta & Cincinnati.....	125,252	108,388	Dec. 16,864
Michigan Southern.....	484,173	429,191	Dec. 54,982
Milwaukee & Prairie du Chien.....	228,020	150,949	Dec. 77,071
Milwaukee and St. Paul.....	300,841	275,906	Dec. 24,935

The earnings of the Central Pacific (Cal.) Railroad on 73 miles, for September, were \$114,400 in gold, and the operating expenses \$25,168 (22 per cent.), leaving as net earnings \$89,232.

The following are the gross earnings of *Atlantic & Great Western* and *Chicago & Great Eastern* roads for the first nine months of the last three years:

Atlantic & Great Western.				Chicago & Great Eastern.			
1864.	1865.	1866.		1864.	1865.	1866.	
(332 m.)	(466 m.)	(507 m.)		(224 m.)	(234 m.)	(234 m.)	
\$160,900	\$239,400	\$204,992	Jan.....	\$47,393	\$77,575	\$90,415	
179,011	327,329	408,894	Feb.....	56,565	77,242	79,439	
154,375	399,870	388,180	Mar.....	67,822	83,450	111,102	
151,014	343,408	394,533	April.....	61,613	75,514	107,072	
186,483	399,364	451,477	May.....	59,182	76,074	12,460	
246,612	429,669	474,441	June.....	58,178	91,987	118,900	
274,359	462,483	432,674	July.....	53,518	91,075	86,437	
331,896	595,583	528,618	Aug.....	88,458	97,145	104,331	
372,393	510,537	536,959	Sep.....	87,037	106,389	103,037	

**CHICAGO AND GREAT EASTERN.**—The City Council of Chicago have granted the right of way to this Company from the western limits of the city easterly through Kinzie and Carroll streets to the river, about 2½ miles. The privilege is very valuable, and will enable the Company to locate their freight and passenger stations in the business sections of the city.

**MARYLAND AND DELAWARE.**—This road has been completed from

Smyrna (Del. RR.) to Goldsboro', 20 miles, and will be opened to Hillsboro', 12 miles, by Dec. 1.

**NORTH MISSOURI.**—The gross earnings, operating expenses and profits of this important railroad for the four years ending March 1, 1866, were as follows:

Fiscal Year.	Gross earnings.	Operating expenses.	Net earnings—profits.
1863-68.	\$462,205 15	\$314,494 42	\$147,755 73
1864-65.	588,802 53	420,733 32	168,069 21
1865-66.	950,498 88	640,641 02	309,857 86
1866-67.	1,020,089 33	733,355 52	286,733 81

The amount of net earnings accumulated during construction and since the opening of the line to Macon City, 170 miles from St. Louis, sums up to \$1,050,586 92, which, though more than equalled by interest and discount in bonds (\$1,292,599 96), is a highly favorable statement, and shows that the line has a business capacity which will eventually pay largely to the stockholders.

The paid-up capital is now \$2,469,539 95; the debt to the State of Missouri, \$4,350,000 00, and other items on the debit side of the ledger, including net earnings as above, \$1,206,821 54, making a total of \$8,026,361 49. The cost of the road to Macon City, including rolling stock and interest and discount on bonds, has been \$7,638,195 50, the amounts to balance being for sundry minor accounts.

The extension of the road to the Iowa line is now progressing, and in connection with lines through Iowa and Minnesota, will form a great line from St. Louis, Mo., to St. Paul, Minn. A branch from the main line is also being constructed westward to Leavenworth, where a union will be formed with the Pacific Railroad already open to Fort Riley, and well progressed for 60 miles beyond that point. For these purposes the State of Missouri has authorized the Company to give a lien for \$6,000,000 on the portion finished.

The equipment of the road consists of 23 locomotives, and cars, as follows: 19 passenger, 4 baggage, 56 freight, 76 combination, 59 stock, 57 flat, 20 hand and 61 gravel.

The report of the Company, which gives the statements in full, may be obtained from the office at St. Louis.

### COMPARATIVE MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Chicago and Alton.				Chicago and Northwestern.				Chicago and Rock Island.				Cleveland and Pittsburgh.			
1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.	
(257 m.)	(280 m.)	(280 m.)		(609 m.)	(609 m.)	(679 m.)		(182 m.)	(182 m.)	(182 m.)		(204 m.)	(204 m.)	(204 m.)	
\$100,991	\$230,503	\$210,171	Jan.....	\$273,875	\$541,005	\$523,566	Jan.....	\$158,735	\$305,554	\$297,555	Jan.....	\$139,414	\$173,557	\$168,709	
154,418	275,282	207,913	Feb.....	317,839	482,164	405,634	Feb.....	175,482	246,331	174,164	Feb.....	170,879	180,140	151,931	
195,803	299,063	304,885	Mar.....	390,355	499,296	523,744	Mar.....	243,150	289,408	226,251	March	202,857	222,411	167,007	
162,723	258,480	370,889	April.....	421,363	468,358	518,736	April.....	185,013	186,172	197,886	April.....	193,919	166,154	173,732	
175,786	322,377	332,432	May.....	466,830	585,623	735,002	May.....	198,679	227,260	264,605	May.....	203,514	215,734	198,032	
206,090	355,270	368,373	June.....	565,145	747,942	924,592	June.....	243,175	311,150	290,642	June.....	210,314	245,627	195,138	
231,257	395,369	331,570	July.....	450,710	702,692	77,590	July.....	224,880	292,728	224,12	July.....	214,532	226,047	189,447	
312,165	409,250	381,559	Aug.....	519,306	767,508	778,284	Aug.....	271,140	288,095	310,443	Aug.....	264,637	243,417		
354,554	401,230	—	Sep.....	669,605	946,707	989,053	Sep.....	331,494	384,390	396,050	Sept.....	242,171	213,413		
330,879	357,956	—	Oct.....	729,759	923,886	—	Oct.....	324,865	300,707	—	Oct.....	248,292	223,846		
307,808	307,919	—	Nov.....	716,378	749,191	—	Nov.....	336,617	261,141	—	Nov.....	220,002	220,138		
252,015	236,324	—	Dec.....	563,401	546,609	—	Dec.....	321,037	190,227	—	Dec.....	201,169	—		
2,770,484	3,840,091	—	Year.....	6,114,566	7,960,981	—	Year.....	3,095,470	3,223,088	—	Year.....	2,512,315	—		
Erie Railway.				Illinois Central.				Marietta and Cincinnati.				Michigan Central.			
1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.	
(657 m.)	(657 m.)	(797 m.)		(708 m.)	(708 m.)	(708 m.)		(251 m.)	(251 m.)	(251 m.)		(285 m.)	(285 m.)	(285 m.)	
\$984,837	\$1,001,007	\$1,187,188	Jan.....	\$327,900	\$571,596	\$532,325	Jan.....	\$77,410	\$96,072	\$90,135	Jan.....	\$352,435	\$306,324	\$292,458	
934,133	947,146	187,355	Feb.....	416,588	525,972	512,027	Feb.....	74,460	87,791	84,264	Feb.....	275,843	270,157	265,716	
1,114,508	1,356,867	1,704,454	Mar.....	459,702	616,655	516,322	Mar.....	89,901	97,763	92,910	Mar.....	348,802	344,228	337,153	
1,099,507	1,458,455	1,153,295	April.....	423,797	516,608	406,773	April.....	72,389	73,607	82,722	April.....	338,276	337,340	343,736	
1,072,293	1,333,461	1,101,608	May.....	466,373	460,573	507,830	May.....	83,993	76,248	95,664	May.....	271,553	401,456	365,196	
1,041,975	1,177,372	1,243,142	June.....	510,100	617,682	560,025	June.....	78,097	107,525	106,315	June.....	265,780	395,063	325,062	
994,317	1,202,180	1,293,452	July.....	423,578	578,403	467,115	July.....	91,809	104,608	96,023	July.....	263,244	329,105	324,966	
1,105,364	1,331,046	1,293,300	Aug.....	586,964	747,469	586,074	Aug.....	94,375	115,164	106,410	Aug.....	346,781	413,501	309,665	
1,301,005	1,336,615	—	Sep.....	799,296	739,736	551,021	Sep.....	93,078	135,252	108,389	Sep.....	408,445	460,661		
1,222,568	1,438,615	—	Oct.....	661,391	641,539	—	Oct.....	90,576	116,495	—	Oct.....	410,302	490,693		
1,224,939	1,522,472	—	Nov.....	657,141	642,887	—	Nov.....	95,908	116,146	—	Nov.....	405,510	447,669		
1,234,217	1,429,765	—	Dec.....	603,402	518,088	—	Dec.....	95,453	105,767	—	Dec.....	376,470	328,809		
13,429,643	15,434,775	—	Year.....	6,329,447	7,181,208	—	Year.....	1,038,165	1,224,056	—	Year.....	3,966,946	4,504,546		
Mich. So. & N. Indiana.				Mil. and Prairie du Chien.				Milwaukee & St. Paul.				Ohio & Mississippi.			
1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.	
(524 m.)	(524 m.)	(524 m.)		(234 m.)	(234 m.)	(234 m.)		(234 m.)	(234 m.)	(234 m.)		(340 m.)	(340 m.)	(340 m.)	
\$256,600	\$363,996	\$314,508	Jan.....	\$102,749	\$98,183	\$121,776	Jan.....	\$151,965	\$98,181	\$131,707	Jan.....	\$210,329	\$259,228	\$267,541	
304,445	366,361	283,177	Feb.....	115,135	74,238	84,897	Feb.....	46,474	86,528	122,621	Feb.....	260,466	239,139	246,109	
528,454	413,322	412,393	Mar.....	88,221	70,740	73,135	Mar.....	64,993	95,905	134,175	Mar.....	309,261	315,914	326,238	
380,651	396,245	409,427	April.....	140,418	106,689	108,082	April.....	83,702	106,269	121,904	April.....	369,448	271,527	277,423	
267,126	353,194	436,498	May.....	136,747	140,943	267,483	May.....	131,648	208,013	245,511	May.....	224,567	290,152	283,130	
315,253	402,132	392,641	June.....	213,209	234,888	262,172	June.....	136,970	237,562	242,500	June.....	223,242	304,463	253,924	
278,891	309,083	339,499	July.....	139,547	217,159	170,795	July.....	99,662	251,906	209,199	July.....	268,176	349,235	247,262	
358,862	424,306	380,452	Aug.....	113,399	170,555	116,224	Aug.....	86,402	241,370	188,223	Aug.....	302,596	344,700	305,454	
402,219	484,173	429,191	Sep.....	168,218	225,020	150,939	Sep.....	164,710	30,841	275,906	Sep.....	332,400	350,348		
404,568	521,636	—	Oct.....	178,526	310,594	—	Oct.....	221,638	395,579	—	Oct.....	275,006	372,618		
444,934	498,421	—	Nov.....	149,099	226,840	—	Nov.....	189,135	346,717	—	Nov.....	346,343	412,553		
411,806	366,192	—	Dec.....	117,013	110,664	—	Dec.....	129,227	171,135	—	Dec.....	275,950	294,319		
4,110,154	4,888,931	—	Year.....	1,711,381	1,935,571	—	Year.....	1,402,106	2,535,001	—	Year.....	3,311,070	3,793,005		
Pittsb., Ft. W., & Chicago.				St. L., Alton & T. Haute.				Toledo, Wab. & Western.				Western Union.			
1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.		1864.	1865.	1866.	
(463 m.)	(463 m.)	(463 m.)		(210 m.)	(210 m.)	(210 m.)		(243 m.)	(243 m.)	(243 m.)		(140 m.)	(157 m.)	(177 m.)	
\$290,676	\$360,144	\$335,483	Jan.....	\$100,872	\$170,078	\$178,119	Jan.....	\$79,735	\$144,084	\$26,059	Jan.....	\$30,840	\$43,716	\$5,109	
457,227	675,504	474,738	Feb.....	147,435	153,903	155,893	Feb.....	95,543	139,171	194,167	Feb.....	37,488	37,265	36,006	
511,291	857,583	654,890	Mar.....	160,497	202,771	192,133	Mar.....	123,896	155,753	256,407	Mar.....	49,038	32,378	39,299	
588,066	738,866	606,078	April.....	157,786	189,299	167,901	April.....	123,897	144,001	270,300	April.....	41,450	38,972	43,833	
635,751	637,186	672,628	May.....	149,855	177,625	163,699	May.....	127,010	138,738	316,433	May.....	48,359	63,869	86,903	
632,911	646,995	614,573	June.....	155,730	173,722	167,099	June.....	156,338	194,581	325,917	June.....	68,118	89,147	102,606	
606,640	584,523	554,828	July.....	142,942	162,570	166,015	July.....	139,673	271,798	304,917	July.....	50,308	68,180	85,598	
625,517	712,495	641,848	Aug.....	213,236	213,236	222,938	Aug.....	244,114	374,534	396,343	Aug.....	49,903	64,863	60,095	
678,310	735,938	—	Sept.....	234,194	269,459	—	Sept.....	275,534	375,953	—	Sept.....	60,565	75,677		
701,512	858,500	—	Oct.....	203,735	223,694	—	Oct.....	221,570	371,534	—	Oct.....	66,571	86,571		
691,536	715,362	—	Nov.....	206,766	206,066	—	Nov.....	220,890	361,056	—	Nov.....	54,943	67,770		
974,052	690,983	—	Dec.....	204,766	182,884	—	Dec.....	265,154	347,623	—	Dec.....	42,195	57,830		
7,150,465	8,436,062	—	Year.....	23,024,074	29,990,695	—	Year.....	2,050,393	2,936,676	—	Year.....	537,078	669,383		

## RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

COMPANIES.				COMPANIES.							
Marked thus (*) are leased roads, and have fixed incomes.				Marked thus (*) are leased roads, and have fixed incomes.							
Stock out-standing.	Dividend.	Periods.	Last p'd.	FRIDAY.	Stock out-standing.	Dividend.	Periods.	Last p'd.	FRIDAY.		
				Bid.					Ask.	Bid.	Ask.
<b>Railroad.</b>											
Alton and St. Louis*	100	158,000	Quarterly.	Oct. 13	New York and New Haven	100	5,000,000	Irregular.	May 5	110	113
Atlantic & Great Western	50	11,532,150			New York and Harlem	50	5,085,050	Jan. and July	July 4	92	
do preferred	50	1,919,000			do preferred	50	1,500,000	Jan. and July	July 4		115
Atlantic & St. Lawrence*	100	2,494,900			New York Providence & Boston	100	1,508,000	Quarterly.	Oct. 3	102	
Baltimore and Ohio	100	13,188,902	April and Oct	Oct. 4	Ninth Avenue	100	755,396				
Washington Branch*	100	1,650,000	April and Oct	Oct. 5	Northern of New Hampshire	100	3,068,406	May and Nov	May 3 & 4		
Bellefontaine Line	100	4,434,350	Feb. and Aug	Feb. 3	Northern Central	50	4,518,900	Quarterly.	Oct. 2		
Belvidere, Delaware	100	997,112			Ogdensburg & L. Champlain	50	3,150,150				
Berkshire*	100	600,000	Quarterly.	Oct. 13	Norwich and Worcester	100	2,338,600	Jan. and July	July 5		119
Bloomsburg and Corning*	50	250,000	June & Dec.	June 3	Ogdensburg & L. Champlain	100	3,077,000				
Boston, Hartford and Erie	100	8,500,000			do preferred	100	356,400	Apr. and Oct	Oct. 4		
Boston and Lowell	500	1,830,000	Jan. and July	July 4	Ohio and Mississippi	100	19,822,850				
Boston and Maine	100	4,076,974	Jan. and July	July 5	do preferred	100	2,950,500	January.	Jan. 7	81	83
Boston and Providence	100	3,160,000	Jan. and July	July 5	Old Colony and Newport	100	3,609,000	Jan. and July	July 4	105 1/2	
Boston and Worcester	100	4,500,000	Jan. and July	July 5	Oswego and Syracuse	50	482,400	Feb. and Aug	Aug. 4		
Br. adway & 7th Avenue	10	2,100,000	Jan. and July	July 5	Panama (and Steamship)	100	7,000,000	Quarterly.	Oct. 6	263 1/2	265
Brooklyn Central	100	492,150			Pennsylvania	50	20,000,000	May and Nov	May 5		
Brooklyn City	100	1,000,000	Feb. and Aug	Aug. 3	Philadelphia and Baltimore Cent	100	218,100				
Brooklyn City and Newtown	100	366,000			Philadelphia and Erie*	50	5,069,450	Jan. and July	Jan. 3		
Buffalo, New York, and Erie*	100	850,000	Jan. and July	July 3	Philadelphia and Reading	50	30,340,675	Jan. and July	July 5	116 1/2	116 1/2
Buffalo and State Line	100	2,300,129	Feb. and Aug	Aug. 5	Phila. Germant'n, & Norristown	50	1,478,300	Apr. and Oct	Oct. 5		
Camden and Amboy	50	4,988,180	Feb. and Aug	Aug. 5	Phila., Wilmington & Baltimore	50	3,973,300	Quarterly.	Oct. 5	113	
Camden and Atlantic	50	378,455			Pittsburg and Connellsville	50	1,774,623				
do do preferred	50	682,600			Pittsburg, Ft. Wayne & Chicago	100	9,312,442	Quarterly.	Oct. 3	100 1/2	100 1/2
Cape Cod	60	681,665	Jan. and July	July 3	Portland, Saco, & Portsmouth	100	1,500,000	June and Dec	June 3	182 1/2	
Catawissa*	50	1,150,000			Providence and Worcester	100	1,700,000	Jan. and July	July 4		
do preferred	50	2,300,000	Feb. & Aug.		Raritan and Delaware Bay	100	2,340,700				
Central of New Jersey	100	10,688,940	Quarterly.	Oct. 3	Rensselaer & Saratoga consol.	100	800,000	April and Oct	Oct. 4	44	
Cheshire (preferred)	100	2,085,925	Feb. & Aug.	Oct. 3	Saratoga and Whitehall	100	500,000	April and Oct	Oct. 3		
Chicago and Alton	100	1,783,200	Mar. and Sep.	Sep. 5	Troy, Salem & Rutland	100	800,000	April and Oct	Oct. 3		
Chicago and Burlington	100	2,425,400	Mar. and Sep.	Sep. 5	Rome, Watertown & Ogdensburg	100	1,991,900	Jan. and July	July 5		
Chicago and Great Eastern	100	10,198,010	May & Nov.	May 5	Rutland and Burlington	100	2,233,376				
Chicago and Iowa & Nebraska*	100	4,390,000	Jan. and July	July 5	St. Louis, Alton, & Terre Haute	100	2,300,000				
Chicago and Milwaukee*	100	1,250,000	Jan. and July	July 5	do do pref	100	1,700,000	Annually.	May 7	73 1/2	74
Chicago and Northwestern	100	13,160,927			St. Louis, Jacksonville & Chic	100	2,888,000				
do do pref.	100	13,160,927			Sandusky, and Cincinnati	100	2,888,000				
Chicago, Rock Island & Pacific	100	6,500,000	April and Oct	Oct. 5	do do	100	393,073	Feb. and Aug	Aug. 3		
Cincinnati and Chicago Air Line	100	1,106,125			Sandusky, Mansfield & Newark	100	862,571				
Cincinnati, Hamilton & Dayton	100	3,000,000	Apr. and Oct.	Oct. 4	Saratoga and Hudson River	100	1,020,000				
Cincinnati, Hamilton & Chicago	100	470,000			Schenckkill Valley*	50	576,050	Jan. and July	July 3		
Cincinnati and Zanesville	100	2,000,000	Feb. & Aug	Aug. 4	Second Avenue (N. Y.)	100	650,000	Apr. and Oct	Oct. 3		
Cleveland, Columbus, & Cincin.	100	6,000,000	May & Nov.	May 4	Shamokin Valley & Pottsville*	50	869,450	Feb. and Aug	Aug. 2		
Cleveland & Mahoning*	50	1,036,000	May & Nov.	May 4	Sixth Avenue (N. Y.)	100	750,000	Quarterly.		180	
Cleveland, Palmetto & Ashta.	100	5,000,000	Jan. and July	July 5	Southern	100	5,819,275				
Cleveland and Pittsburgh	50	5,403,910	Jan. and July	Jan. 6	Syracuse, Binghamton & N. Y.	100	1,200,130				
Cleveland and Toledo	50	4,841,600	April and Oct	Oct. 8	Terre Haute & Indianapolis	50	1,929,150	Jan. and July	July 6		
Columbus & Indianapolis Cent.	100	1,490,500	Quarterly.	Oct. 3	Third Avenue (N. Y.)	100	1,170,000	Quarterly.		300	
Columbus and Xenia*	50	1,500,000	Jan. and July	July 5	Toledo, Peoria, and Warsaw	100	1,700,000				
Concord	100	350,000	Way and Nov	May 4	do do 1st pref	100	1,700,000				
Concord and Portland	100	500,000	Jan. and July	July 3	do do 2d pref	100	1,000,000				
Coney Island and Brooklyn	100	500,000			Toledo, Wabash and Western	50	2,432,550	June and Dec	June 3	49 1/2	49 1/2
Connecticut and Passumpsic	100	392,900			do preferred	50	884,700	June and Dec	Dec 3	71 1/2	75
do do pref	100	1,355,200	Jan. and July	July 3	Tioga*	100	125,000	Jan. and July	July 3		
Connecticut River	100	1,591,100	Jan. and July	July 4	Troy and Boston	100	607,111				
Covington and Lexington	100	1,582,169			Troy and Greenbush*	100	274,400	June and Dec	Dec 3		
Dayton and Michigan	100	2,384,981	Jan. and July	Jan. 4	Utica and Black River	100	811,660	Jan. and July	Jan. 4		
Delaware	50	3,496,132	Jan. and July	Jan. 3	Vermont and Canada*	100	2,890,000	June and Dec	June 4		
Delaware, Lackawanna, & Western	50	10,347,050	Jan. and July	July 5	Vermont and Massachusetts	100	2,890,000	Jan. and July	July 13		
Des Moines Valley	100	1,550,050			Warren*	50	1,408,500	Jan. and July	July 3		
Detroit and Milwaukee	100	952,250			Western (Mass)	100	5,627,700	Jan. and July	July 5		
do do pref.	100	1,500,000			Western Union (Wis. & Ill.)	100	5,627,700	Jan. and July	July 5		
Dubuque and Sioux City	100	1,751,577			Worcester and Nashua	75	1,141,650	Jan. and July	July 5		
Eastern (Mass)	100	1,929,150	March	Mar 7	Wrightsville, York & Gettysburg*	50	317,050	January.	Jan. 2		
Elizabethtown, N. Y.*	100	3,155,000	Jan. and July	July 4	<b>Canal.</b>						
Elmira, Jefferson, & Canadawaga	100	1,000,000	Quarterly.	Aug. 2	Chesapeake and Delaware	25	1,575,963	June	June 3		
Elmira and Williamsport*	50	500,000	Feb. and Aug	Aug. 2	Chesapeake and Ohio	25	3,328,595	Feb. and Aug	Aug. 3		
do do pref.	50	500,000	Jan. and July	July 3	Delaware Division	50	1,622,350	Feb. and Aug	Aug. 3		
Erie	100	16,570,100	Feb. & Aug	Feb. 4	Delaware and Hudson	100	10,000,000	Feb. and Aug	Aug. 3	155	156 1/2
do preferred	100	8,535,700	Feb. & Aug	Feb. 3	Delaware and Raritan	100	2,528,340	Feb. and Aug	Aug. 10		
Erie and Northeast*	50	600,000	Feb. & Aug	Aug. 5	Lehigh Navigation	50	5,104,050	May and Nov	May 5		
Fitchburg	50	2,646,100	Jan. and July	July 3	Morris (consolidated)	50	1,025,000	Feb. and Aug	Aug. 5		
Forty-second St. & Grand St. F. Y.	100	750,000	April and Oct	Apr. 5	do preferred	100	1,175,000	Feb. and Aug	Aug. 5		
Hannibal and St. Joseph	100	1,900,000			Schenckkill Navigation (consol.)	50	1,908,307	Feb. and Aug	Aug. 6		
do do pref.	100	5,253,836			do preferred	50	2,051,900	Feb. and Aug	Aug. 6		
Hartford and New Haven	100	3,000,000	Quarterly.	Oct. 3	Susquehanna and Tide-Water	50	2,787,000				
Housatonic	100	830,000			Union	50	2,787,000				
do preferred	100	1,180,000	Jan. and July	July 4	West Branch and Susquehanna	100	1,100,000	Jan. and July	Jan. 5		
Hudson River	100	6,563,350	April and Oct	Oct. 4	Wyoming Valley	50	750,000	Quarterly.	Sept. 4		
Huntingdon and Broad Top*	50	494,280			<b>Miscellaneous.</b>						
do do pref.	50	190,750	Jan. and July	July 3	Coal—American	25	1,500,000	Feb. and Aug	Aug. 3	60	61
Illinois Central	100	23,374,400	Feb. and Aug	Aug. 5	Ashburton	50	2,000,000				
Indianapolis and Cincinnati	50	1,689,900	Mar. & Sep.	Sep. 4	Consolidation	50	6,000,000	Jan. and July	Jan. 5	56 1/2	56 1/2
Indianapolis and Madison	100	412,000	Jan. and July	July 3	Central	100	2,000,000	Jan. and July	Jan. 5	57 1/2	57 1/2
do do pref.	100	407,900	Jan. and July	July 4	Cumberland	100	5,000,000				
Jeffersonville	50	1,997,300			Pennsylvania	50	3,300,000	Quarterly.	Oct. 5	155	158
Joliet and Chicago*	100	1,500,000	Quarterly.	Oct. 13	Spring Mountain	50	1,250,000	Jan. and July	Jan. 10	80	
Kennebec and Portland (new)	50	835,000			Spruce Hill	10	1,000,000	Jan. and July	Jan. 5		
Lackawanna and Bloomsburg	50	500,000			Wilkesbarre	100	2,175,000	Apr. and Oct	Apr. 5	64 1/2	64 1/2
do do pref.	50	6,632,250	Quarterly.	Oct. 3	Wyoming Valley	100	1,250,000	Feb. and Aug	Aug. 3		
Lehigh Valley	50	515,573	Feb. and Aug	Aug. 2	Gas—Brooklyn	25	2,000,000	Feb. and Aug	Aug. 3		
Lexington and Frankfort	50	3,572,400	Jan. and July	July 5	Citizens (Brooklyn)	25	1,000,000	Jan. and July	July 4		
Little Miami	50	1,826,100	Jan. and July	July 2	Harlem	50	644,000				
Little Schuylkill*	50	1,826,100	Quarterly.	Aug. 2	Jersey City & H. boken	20	1,000,000				
Long Island	50	1,109,594	Feb. and Aug	Aug. 2	Manhattan	50	4,000,000	Jan. and July	July 5		
Louisville and Frankfort	100	5,527,571	Feb. and Aug	Aug. 3	Metropolitan	100	2,800,000				
Louisville and Nashville	100	2,800,000			New York	50	1,000,000	May and Nov	May 5		
Louisville, New Albany & Chic.	100	1,500,000	Apr. and Oct	April 3	Williamsburg	50	750,000	Jan. and July	July 5		
Macon and Western	100	1,447,060			Improvement—Canton 100 (161 po)	100	4,500,000				
McGregor Western*	100	2,022,772	Mar. and Sep	Mar. 3	Boston Water Power	100	4,000,000				
Malta Central	50	6,586,135	Mar. and Sep	Mar. 3	Boston						

## RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

DESCRIPTION.	Amount outstanding.	INTEREST.	FRIDAY.	DESCRIPTION.	Amount outstanding.	INTEREST.	FRIDAY.
N. B.—The sums placed after the name of Company shows the total Funded Debt.				N. B.—The sums placed after the name of Company shows the total Funded Debt.			
<b>Railroad:</b>				<b>Railroad:</b>			
Alexandria and Fredericksburg :	1,000,000	7	J'ne & Dec. 1896	Detroit and Milwaukee (\$3,500,000):			
1st Mortgage (gold coupons)				1st Mortgage, convertible	\$2,500,000	7	May & Nov. 1875
Atlantic & Gt. Western (\$30,000,000)				2d do	1,000,000	8	do 1884
1st Mortgage, sinking fund, (Pa.)	\$2,500,000	7	Ap'l & Oct. 1877	Detroit, Monroe & Toledo (\$734,000):			
2d do	1,000,000	7	do 1882	1st Mortgage	734,000	7	Feb. & Aug. 1876
1st Mortgage, sinking fund, (N. Y.)	1,014,000	7	do 1879	Dubuque and Sioux City (\$900,000):			
2d do	800,000	7	do 1881	1st Mortgage, 1st section	300,000	7	Jan. & July 1863
1st Mortgage, sinking fund, (Ohio)	4,000,000	7	do 1876	1st do 2d section	600,000	7	do 1884
2d do	4,000,000	7	Jan. & July 1883	Eastern, Mass. (\$1,798,600):			
1st Mortgage S'k'g Fund (Buff. ex)	2,000,000	7	Ap'l & Oct. 1884	Mortgage, convertible	420,000	5	Jan. & July 1873
Consolidated Bonds	13,858,000	7	do 1895	do do	739,300	6	Feb. & Aug. 1874
Atlantic & St. Lawrence (\$1,473,000):				East Pennsylvania (\$598,000):			
Dollar Bonds	988,000	6	Ap'l & Oct. 1866	Sinking Fund Bonds	598,000	7	Ap'l & Oct. 1888
Sterling Bonds	484,000	6	May & Nov. 1873	Elmira & Williamsport (\$1,570,000):			
Baltimore and Ohio (\$10,112,584):				1st Mortgage	1,000,000	7	Jan. & July 1873
Mortgage (S. F.) of 1834	1,000,000	6	Ja Ap Ju Oc 1867	Erie Railway (\$22,370,982):			
do do 1855	1,128,500	6	Jan. & July 1875	1st Mortgage	3,000,000	7	May & Nov. 1876
do do 1850	700,000	6	do 1880	2d do convertible	4,000,000	7	M'ch & Sep 1879
do do 1853	2,500,000	6	Ap'l & Oct. 1885	3d do	6,000,000	7	do 1883
Bellefontaine (\$1,745,000):				4th do convertible	4,441,600	7	April & Oct 1880
1st Mortgage	1,225,000	7	Jan. & July '70-'79	5th do do	926,500	7	June & Dec 1888
2d do	433,000	7	do 1870	Sterling convertible	3,816,582	6	M'ch & Sep 1875
Belvidere & Duwauve (\$2,193,000):				Erie and Northeast (\$149,000):			
1st Mort. guar. C. and A.	1,000,000	6	J'ne & Dec. 1867	Mortgage	149,000	7	Jan. & July 1870
2d Mort. do	500,000	6	M'ch & Sep 1885	Gal. & Chic. U. (incl. in C. & N.W.):			
3d Mort. do	589,500	6	Feb. & Aug. 1877	1st Mortgage, sinking fund	1,963,000	7	Feb. & Aug. 1882
Blossburg and Corning (\$150,000):				2d do	1,086,000	7	May & Nov. 1875
Mortgage Bonds	150,000	6	May & Nov. 1871	Grand Junction (\$927,000):			
Boston, Conc. & Montreal (\$1,050,000):				Mortgage	927,000	6	Jan. & July 1870
1st Mortgage	364,000	7	Feb. & Aug. 1865	Great Western, Ill. (\$2,350,000):			
2d do	250,000	7	Jan. & July 1870	1st Mortgage West. Division	1,000,000	10	April & Oct 1868
2d do	100,000	6	do 1870	do East. do	1,350,000	7	Jan. & July 1888
Sinking Fund Bonds	300,000	6	do 1889	2nd do do do			do 1893
Boston and Lowell (\$400,000):				Hannibal & St. Joseph (\$7,177,600):			
Mortgage Bonds	400,000	6	Jan. & July 1879	Land Grant Mortgage	3,437,750	7	April & Oct 1881
Buffalo, N. Y. and Erie (\$2,395,000):				Convertible Bonds	633,600	7	Jan. & July 1883
1st Mortgage	2,000,000	7	J'ne & Dec. 1877	Harrisburg & Lancaster (\$700,000):			
2d Mortgage	330,000	7	May & Nov. 1872	New Dollar Bonds	700,000	6	Jan. & July 1883
Buffalo and State Line (\$1,300,000):				Harford & New Haven (\$937,000):			
1st Mortgage	500,000	7	Ap'l & Oct. 1866	1st Mortgage	927,000	6	Feb. & Aug. 1883
Income	200,000	7	Jan. & July '69-'72	Harf., Frov. & Fishkill (\$1,936,940):			
Erie and Northeast	400,000	7	do 1870	1st Mortgage	1,037,500	7	Jan. & July 1876
Camden and Amboy (\$19,264,463):				2d do sinking fund	1,000,000	6	do 1876
Dollar Loans	1,700,000	6	Feb. & Aug. 1883	Housatonic (\$191,000):			
Dollar Loan	867,000	6	May & Nov. 1889	1st Mortgage	191,000	6	Jan. & July 1877
Consolidated (\$5,000,000) Loan	4,269,400	6	J'ne & Dec. 1893	Hudson River (\$7,762,340):			
Camden and Atlantic (\$983,000):				1st Mortgage	3,800,000	7	Feb. & Aug. 1869
1st Mortgage	490,000	7	Jan. & July 1873	2d do	110,000	6	do 1869
2d do	493,000	7	Ap'l & Oct. 1879	3d do sinking fund	1,907,000	7	J'ne & Dec. 1882
Catawissa (\$141,000):				Convertible	192,000	7	May & Nov. 1875
1st Mortgage	141,000	7	Feb. & Aug. 1882	Huntingdon & Broad Top (\$1,436,032):			do 1867
Central of New Jersey (\$1,509,000):				1st Mortgage	500,000	6	May & Nov. 1870
1st Mortgage	909,000	7	Feb. & Aug. 1870	2d do	500,000	6	Feb. & Aug. 1875
2d do	600,000	7	May & Nov. 1873	Illinois Central (\$13,331,000):			
Central Ohio (\$3,673,000):				1st Mortgage, convertible	6,837,000	7	April & Oct 1875
1st Mortgage W. Div.	450,000	7	Feb. & Aug. 1890	2d do Sterling	2,896,500	6	do 1875
2d do	800,000	7	May & Nov. 1890	Redemption Bonds	2,563,000	6	do 1890
3d do	800,000	7	M'ch & Sep 1865	Illinois and Southern Iowa:			
Cheshire (\$600,000):				1st Mortgage		7	
Mortgage Bonds	600,000	6	Jan. & July '75-'80	2d do		7	do 70
Chicago and Alton (\$3,619,000):				Indiana Central (\$11,354,500):			
1st Mortgage (S'k'g Fund), pref.	519,000	7	May & Nov. 1877	1st Mortgage, convertible	600,000	7	Jan. & July 1866
2d do	2,400,000	7	Jan. & July 1883	2d do	364,000	10	do 1870
3d do Income	1,100,000	7	Ap'l & Oct. 1883	Indianapolis and Vinc. (\$1,362,284):			
Chic., Burl. and Quincy (\$5,754,406):				1st Mortgage	500,000	7	Jan. & July 1866
Trust Mortgage (S. F.) convert.	356,000	8	Jan. & July 1883	Indianapolis & Madison (\$640,000):			
do do do convert.	3,169,000	8	do 1883	1st Mortgage	640,000	7	May & Nov. 1881
Bonds, (dated Sept. 20, 1890)	680,000	7	M'ch & Sep 1890	Jeffersonville (\$621,000):			
Chicago and Gt. Eastern (\$5,600,000):				2d Mortgage	187,000	7	April & Oct 1873
1st Mortgage	5,000,000	7	Ap'l & Oct. 1895	Joliet and Chicago (\$500,000):			
Chicago and Milwaukee (\$2,000,000):				1st Mortgage, sinking fund	500,000	8	Jan. & July 1882
1st Mortgage (consolidated)	2,000,000	7	Jan. & July 1898	1st mortgage	800,000	8	Jan. & July 1874
Chicago & Northwest (\$12,020,483):				Kennebec and Portland (\$1,280,000):			
Preferred Sinking Fund	1,250,000	7	Feb. & Aug. 1885	1st Mortgage	800,000	6	April & Oct 1870
1st Mortgage	3,600,000	7	do 1885	2d do	230,000	6	do 1861
Interest Bonds	756,000	7	May & Nov. 1863	3d do	250,000	6	do 1863
Consol. S. F. Bonds, conv. till 1870	2,000,000	7	Quarterly. 1915	La Crosse & Milwaukee (\$1,903,000):			
Extension Bonds	484,000	7	Feb. & Aug. 1885	1st Mortgage, Eastern Division	903,000	7	May & Nov. 1872
Chicago, Rock Island & Pacific:				2d do do	1,000,000	7	Jan. & July 1869
1st Mortgage	1,397,000	7	Jan. & July 1870	Lehigh Valley (\$1,477,000):			
1st do (new)	6,000,000			1st Mortgage	1,465,000	6	May & Nov. 1873
Cinc. Ham. & Dayton (\$1,629,000):				Little Miami (\$1,400,000):			
1st Mortgage	379,000	7	Jan. & July 1867	1st Mortgage	1,900,000	6	May & Nov. 1883
2d do	1,250,000	7	May & Nov. 1880	Little Schuylkill (\$960,000):			
Cincinnati & Zanesville (\$1,300,000):				1st Mortgage, sinking fund	960,000	7	April & Oct 1877
1st Mortgage	1,300,000	7	May & Nov. 1893	Long Island (\$932,000):			
Cleveland, Col. and Cine. (\$475,000):				Mortgage	500,000	6	Jan. & July 1870
1st Mortgage	475,000	7	Jan. & July 1890	Extension Bonds	225,000	7	May & Nov. 1890
Cleveland & Mahoning (\$1,752,400):				Louisville and Nashville (\$3,397,000):			
1st Mortgage	850,000	7	Feb. & Aug. 1873	1st Mortgage	1,904,000	7	Feb. & Aug. 1883
2d do	244,200	7	M'ch & Sep 1894	1st Memphis Branch Mortgage	300,500	7	do 1888
3d do	648,200	8	do 1875	Marietta & Cincinnati (\$3,688,385):			
Cle., Pain. & Ashtabula (\$1,500,000):				1st Mortgage	2,362,800	7	Feb. & Aug. 1892
Dividend Bonds	900,000	7	Feb. & Aug. 1880	Scioto and Hocking Valley mort	300,000	7	May & Nov. 1888
Sanbury and Erie Bonds	500,000	7	do 1874	McGregor Western:			
Cleveland & Pittsburg (\$3,880,848):				1st Mortgage	1,000,000	7	Jan. & July 1885
1st Mortgage	1,129,000	7	M'ch & Sep 1873	Maine Central (\$2,753,800)			
2d do convertible	1,619,500	7	do 1875	\$1,100,000 Loan Bonds	1,092,900	6	Feb. & Aug. '90-'90
4th do	1,108,124	6	Jan. & July 1892	\$400,000 Loan Bonds	314,100	6	June & Dec. '70-'71
Cleveland and Toledo (\$2,740,280):				1st Mortgage (P. & K.R.R.) Bonds	681,000	6	Apr. & Oct. '74-'75
Sinking Fund Mortgage	2,081,000	7	Jan. & July 1885	2d do do do	399,000	6	Feb. & Aug. 1874
Mortgage Bonds of 1896	300,000	7	do 1886	Michigan Central, Ill. (\$463,489):			
Consolidated River (\$250,000):				Dollar, convertible	2,342,500	8	Feb. & Aug. '69-'73
1st Mortgage	250,000		M'ch & Sep 1878	Sinking Fnd do	4,253,500	8	April & Oct 1892
Conn. and Passumpsic R. (\$250,000):				Mich. S. & N. Indiana. (\$8,537,175)			
1st Mortgage	800,000		J'ne & Dec. 1876	1st Mortgage, sinking fund	4,855,000	7	May & Nov. 1885
umberland Valley (\$270,500):				2d do	2,253,500	7	do 1877
Mortgage Bonds	270,500	8	Ap'l & Oct. 1904	Goshen Air Line Bonds	651,000	7	Feb. & Aug. 1868
Dayton and Michigan (\$3,782,430):				1st Mortgage, sinking fund			
1st Mortgage	283,000	8	Jan. & July 1867	1st Mortgage, sinking fund	402,000	7	Jan. & July 1891
2d do	2,622,000	8	do 1881	1st Mortgage			
3d do	642,000	7	do 18—	Michigan Central, St. Paul:			
Toledo Depot Bonds	169,500	7	do 18—	1st Mortgage	4,600,000	7	Jan. & July 1893
Delaware (\$500,600):				2d do	1,500,000	7	April & Oct 1893
1st Mortgage, guaranteed	500,000	6	Jan. & July 1873	Mississippi and Missouri River:			
Desa., Lacka. & Western (\$3,491,500):				1st Mortgage, convertible	1,000,000	7	Jan. & July 1875
1st Mortgage, sinking fund	1,500,000	7	Jan. & July 1875	2d do sinking fund	400,000	8	do 1876
2d do	600,000	7	M'ch & Sep 1881	1st Land Grant Mortgage	3,612,000	7	May & Nov. 1887
Lackawanna and Western	900,000	7	Jan. & July 1871	2d do do do	692,000	7	do 1883
Des M. & Valley (\$3,088,000):				Morris and Essex:			
Mor Bonds	1,740,000	8	Ap'l & Oct. 1887	1st Mortgage, sinking fund	3,500,000	7	May & Nov. 1915

## RAILROAD, CANAL AND MISCELLANEOUS BOND LIST (continued).

DESCRIPTION.		Amount outstand- ing.	INTEREST.		PRINCIPAL payable.	FRIDAY		DESCRIPTION.		Amount outstand- ing.	INTEREST.		PRINCIPAL payable.	FRIDAY	
The sums placed after the name of Company show the total Funded Debt.			Rate.	Payable.		Bid.	Ask'd	The sums placed after the name of Company shows the total Funded Debt.			Rate.	Payable.		Bid.	Ask'd
<b>Railroad:</b>															
Naugatuck (\$300,000):								St. Louis, Alton & T. H. (\$6,700,000):							
1st Mortgage (convertible).....		300,000	7	Jan. & July	1876			1st Mortgage.....		2,200,000	7	Semiannually	1894	92½	94
New Haven & N. London (\$786,000):								2d do preferred.....		2,800,000	7	do	1894	83½	84
1st Mortgage.....		450,000	7	Mch & Sep	1861			2d do income.....		1,700,000	7	May & Nov.	1894	78	
2d do.....		200,000	6	Jan. & July	1878			St. Louis, Jacksonville & Chicago:							
N. Haven & Northampton (\$650,000):								1st Mortgage.....			7	April & Oct.			
1st Mortgage.....		\$500,000	7	Jan. & July	1869			2d do.....			7	do			
New Jersey (\$805,000):								Sandusky, Dayton and Cincinnati:							
Ferry Bonds of 1863.....		485,000	6	Feb. & Aug	1873			1st Mortgage (extended).....		1,000,000	7	Feb. & Aug	1900		
New London Northern (\$140,000):								2d do.....		201,500	7	May & Nov	1875		
1st General Mortgage.....		140,000	6	Jan. & July	1885			Sandusky, Mansfield and Newark:							
New York Central (\$14,627,443):								1st Mortgage.....		1,290,000	7	Jan. & July	1875		
Premium Sinking Fund Bonds.....		6,917,598	6	May & Nov	1883	95½		2d do.....							
Bonds of October, 1863 (renewal).....		2,925,000	6	June & Dec	1887	94	94½	Second Avenue:							
Real Estate Bonds.....		165,000	6	May & Nov.	1883	93		1st Mortgage.....		500,000	7	June & Dec	1867		
Subscrip. Bonds (assumed stocks).....		663,000	6	do	1883	93		Shamokin V. & Pottsville (\$791,597):							
Sink. Fund B'ds (assumed debts).....		1,398,000	7	Feb. & Aug	1876	106		1st Mortgage.....		700,000	7	Feb. & Aug	1873		
Bonds of August, 1859, convert. ....		604,000	7	do	1876	113		South Carolina:							
Bonds of 1865.....			7	do	1876	116		Sterling Loan.....		2,000,000	5	Jan. & July	1866		
New York and Harlem (\$6,098,045):								Domestic Bonds.....		1,070,000	5	Various.	68-74		
1st General Mortgage.....		3,000,000	7	May & Nov.	1873	103	105	Staten Island:							
Consolidated Mortgage.....		1,000,000	7	Feb. & Aug	1883			1st Mortgage.....		200,000	7	Jan. & July	1871		
2d Mortgage.....		1,000,000	7	do	1868			Syrac. Bond. and N. Y. (\$1,595,191):							
Y. York and New Haven (\$2,000,000):								1st Mortgage.....		1,400,000	7	April & Oct	1876		
Mortgage Bonds.....		1,088,000	6	April & Oct	1875	90		Terre Haute & Indianapolis (\$60,000):							
Mortgage Bonds.....		1,000,000	7	do	1886			1st Mortgage, convertible.....		60,000	7	Mch & Sept	1866		
N. Y. Prov. and Boston (\$232,000):								Third Avenue (N. Y.):							
1st Mortgage.....		232,000	6	Feb. & Aug	73-78			1st Mortgage.....		1,180,000	7	Jan. & July	1870		
Northern Central (\$5,211,244):								Toledo, Peoria and Warsaw:							
State Loans.....		1,500,000	6	Jan. & July	irred.			1st Mortgage.....		1,391,000	7	June & Dec	1894		
2d Mortgage Sinking Fund.....		2,500,000	6	Jan. & July	1885			Toledo Wabash and West (\$6,653,868):							
Northern New Hampshire (\$151,400):								1st Mort. (Toledo & Wabash).....		900,000	7	Feb. & Aug	1865	91½	93
Plain Bonds.....		149,400	6	April & Oct	1874			1st do (extended).....		2,500,000	7	do	1884	91½	
North Missouri:								2d do (Toledo and Wabash).....		1,000,000	7	May & Nov.	1876	80½	84
1st General Mortgage.....		6,000,000	7	Jan. & July	1896			2d do (Wabash and Western).....		1,500,000	7	do	1875	80½	84
North Pennsylvania (\$3,105,785):								Sinking Fund Bonds (T. W. & W.)		152,355	7	do	1865		
Mortgage Bonds.....		2,500,000	6	April & Oct	1880			Equipment bonds.....		600,000	7	Jan. & July	1874	70	73
Chattel Mortgage.....		360,000	10	do	1887			Troy and Boston (\$1,452,000):							
North Western Virginia:								1st Mortgage.....		300,000	7	Jan. & July	1887		
1st Mortgage (guar. by Baltimore).....		1,500,000	6	Jan. & July	1873		98	2d do.....		300,000	7	Apr. & Oct.	1885		
2d do (guar. by B. & O. RR.).....		1,000,000	6	do	1885		98	3d do.....		650,000	7	May & Nov.	1875		
3d do (do do do do).....		500,000	6	do	1885			Convertible.....		200,000	7	Mar. & Sep.	1883		
3d do (not guaranteed).....		500,000	6	do	1885			Troy Union (\$680,000):							
Norwich and Worcester (\$580,000):								Mortgage Bonds.....		500,000	6	Jan. & July	1863		
General Mortgage.....		100,000	7	Jan. & July	1874			do do.....		180,000	6	do	1867		
Steamboat Mortgage.....		300,000	7	Feb. & Aug	1870			Vermont Central (\$3,500,000):							
Ogdensburg and L. Cham. (\$1,494,000):								1st Mortgage.....		2,000,000	7	June & Dec	1861	118	118½
1st Mortgage.....		1,494,000	7	April & Oct	1869		101	2d do (no interest).....		1,135,000	7	Jan. & July	1867		
Ohio and Mississippi (\$3,650,000):								Vermont and Massachusetts:							
1st Mortgage.....		2,900,000	7	Jan. & July	1872		92	1st Mortgage.....		550,600	6	Jan. & July	1883		
2d do (W.D.).....		750,000	7	do	1874			Verm. Cen. & Verm. & Can. Bonds ..		8			1876	108½	
Oswego & Rome (\$350,000):								Warren (\$600,000):							
1st Mortgage (guar. by R. W. & O.).....		350,000	7	May & Nov.	1916			1st Mortgage (guaranteed).....		600,000	7	Feb. & Aug	1875		
Oswego and Syracuse (\$311,500):								Westchester & Philadelphia (\$962,300):							
1st Mortgage.....		225,000	7	Jan. & July	70-80			1st Mortgage (convert.) Coupon.....		399,300	7	Jan. & July	1873		
Pacific (S. W. Branch):								2d do.....		554,908	8	April & Oct	1878		
Mortgage, guar. by Mo.....		1,139,000	6	Jan. & July	72-87			Western (Mass.) (6,269,520):							
Panama:								Sterling (E899,900) Bonds.....		4,319,520	5	April & Oct	68-71		
1st Mortgage, sterling.....		416,000	7	April & Oct	1870			Dollar Bonds.....		850,000	6	do	1875		
1st do.....		346,000	7	do	1875			Western Maryland:							
2d do.....		1,150,000	7	Feb. & Aug.	1872			1st Mortgage.....		596,000	6	Jan. & July	1890		
Peninsula (Chic. & N. W.):								1st do, guaranteed.....		200,000	6	do	1890	96	96½
1st Mortgage.....		1,029,000	7	Mch & Sept	1884			York & Cumberland (North. Cent.):							
Pennsylvania (\$16,750,134):								1st Mortgage.....		175,000	6	May & Nov.	1870		
1st Mortgage.....		4,980,000	6	Jan. & July	1880			2d do.....		25,000	6	Jan. & July	1871		
2d do.....		2,621,000	6	April & Oct	1875			Guaranteed (Baltimore) Bonds.....		500,000	6	do	1877		
2d do, sterling.....		2,259,840	6	do	1875			<b>Canal</b>							
Phila. and Balt. Central (\$575,000):								<i>Chesapeake and Delaware:</i>							
1st Mortgage.....		575,000	7	Jan. & July	1876			1st Mortgage Bonds.....							
Philadelphia and Erie (\$13,000,000):								2,356,509							
1st Mortgage (Sunbury & Erie).....		1,000,000	7	April & Oct	1877			<i>Chesapeake and Ohio:</i>							
1st do (general).....		5,000,000	6	April & Oct	1881			1st Mortgage.....							
2d do (general).....		4,000,000	6	April & Oct	1901			2,000,000							
Philadelphia, Germant. & Norristown:								Maryland Loan.....							
Convertible Loan.....		183,000	6	Jan. & July	1865			Sterling Bonds, guaranteed.....							
Philadelphia & Reading (\$5,900,663):								Preferred Bonds.....							
Sterling Bonds of 1836.....		408,000	5	Jan. & July	1867			1,699,500							
do do.....		182,400	5	do	1880			<i>Delaware Division:</i>							
do do.....		2,856,600	6	April & Oct	1870			1st Mortgage.....							
Dollar Bonds of 1849.....		106,000	6	Jan. & July	1871			<i>Delaware and Hudson:</i>							
do do 1861.....		1,521,000	6	do	1880			Mortgage, sinking fund.....							
do do 1848-49.....		976,800	6	do	1880			641,000							
Sterling Bonds of 1843.....		564,000	6	do	1886			<i>Erie &amp; Pennsylvania:</i>							
Dollar Bonds, convertible.....		60,000	7	do	1886			1st Mortgage Bonds.....							
Lebanon Valley Bonds, convertible.....								752,000							
Philadelphia and Trenton (\$300,000):								1st do.....							
1st Mortgage.....		200,000	6	May & Nov.	1868			161,000							
Phila., Wilkes. & Baltimore:								Interest Bonds.....							
Mortgage Loan.....		516,000	6	Jan. & July	1884			Lehigh Navigation: (\$3,081,434).							
Pittsburg and Connellsville:								Loan of 1871.....							
1st Mort. (Turtle Cr. Div.).....		400,000	6	Feb. & Aug	1889			Loan of 1884.....							
Pv'g. Ft. W. and Chic. (\$12,573,500):								Monongahela Navigation:							
1st Mortgage.....		5,300,000	7	Semiannually	1912	103		Mortgage Bonds.....							
2d do.....		5,160,000	7	do	1912	98		182,000							
3d do.....		2,000,000	7	April & Oct	1912	88		750,000							
Avon Branch: 1st mortgage.....		300,000	7	Jan. & July	1884			6							
Pittsburg and Steubenville:								April & Oct							
1st Mortgage.....		1,000,000	7	Feb. & Aug	1881			1876							
2d do.....		500,000	7	do	1881			6							
Quincy and Toledo:								May & Nov.							
1st Mortgage.....			7	do	1890			1883							
Racine and Mississippi (W. Union):								24							
1st Mortgage.....		1,438,000	8	Jan. & July	1875			1878							
Baritan and Delaware Bay:								1878							
1st Mortgage, sinking fund.....		1,000,600	7	Mch & Sept	1888			750,000							
2d do.....		250,000	7	do	1888			6							
Convertible Bonds.....		140,000													

## INSURANCE STOCK LIST.—FRIDAY.

MARKED THIS (*) AND PARTICIPATING, AND (†) WRITE MARINE RISKS.	Dec. 31, 1886.	DIVIDEND.				
	Capital.	Assets.	Periods.	Last paid.	Bid. Ask ed.	
Adriatic.....	2	\$300,000	223,775	Jan. and July.		
Aetna.....	54	300,000	205,976	Jan. and July.		
American.....	54	300,000	400,606	Jan. and July.	July '66.	
American Exch'g.....	104	300,000	213,594	Jan. and July.	July '66.	4
Arcic.....	54	500,000	501,543	Jan. and July.	Jan. '66.	5
Astor.....	2	250,000	253,232	Feb. and Aug.	Aug. '66.	5
Atlantic (Br'klyn).....	54	300,000	324,457	March and Sep.	Sep. '66.	5
Baltic.....	2	200,000	200,362	May and Nov.		
Beekman.....	2	300,000	187,062	Feb. and Aug.	Aug. '65.	4
Bowery.....	2	300,000	329,117	June and Dec.	Dec. '65.	5
Broadway.....	2	300,000	345,592	Feb. and Aug.	Aug. '66.	5
Brooklyn.....	17	153,000	241,521	do	Aug. '66.	5
Central Park.....	100	150,000	123,577	Jan. and July.	July '64.	
Citizens.....	20	300,000	378,440	do	July '66.	10
City.....	70	210,000	314,787	Feb. and Aug.	Aug. 5 p. s.	
Clinton.....	100	250,000	231,793	do	Aug. '66.	5
Columbia*.....	100	500,000	391,911	Jan. and July.	July '64.3%	
Commerce (N. Y.).....	100	300,000	212,594	do	July '66.	5
Commerce (Alb'y).....	100	400,000	440,870	Feb. and Aug.	Aug. '66.	5
Commercial.....	50	200,000	244,296	Jan. and July.	July '66.	5
Commonwealth.....	100	250,000	268,893	April and Oct.	Oct. '65.	5
Continental *.....	100	500,000	1,199,978	Jan. and July.	July '66.	7
Corn Exchange.....	50	400,000	56,970	March and Sep.	Mar. '64.	5
Croton.....	100	300,000	168,32	Jan. and July.	July '64.	5
Eagle.....	40	300,000	281,095	April and Oct.	Oct. '66.	1
Empire City.....	100	200,000	212,11	Jan. and July.	July '66.	7
Excelsior.....	50	200,000	238,064	do	July '66.	5
Exchange.....	30	150,000	140,324	Feb. and Aug.		
Firemen's.....	17	204,000	290,32	Jan. and July.	July '66.	3
Firemen's Fund.....	10	150,000	149,021	do	July '66.3%	
Firemen's Trust.....	10	150,000	156,063	do	July '65.	5
Fulton.....	25	200,000	215,079	do	July '66.	5
Gallatin.....	50	150,000	149,755	May and Nov.	May '66.	6
Gebhard.....	100	200,000	22,430	Feb. and Aug.	Aug. '66.	5
Germania.....	50	500,000	592,394	Jan. and July.	July '66.	5
Globe.....	50	300,000	195,875	Jan. and July.	July '65.	8
Great Western*.....	100	1,000,000	3,177,497	Jan. and July.	July '66.3%	
Greenwich.....	25	300,000	228,12	Feb. and Aug.	Aug. '66.	5
Grocers.....	50	300,000	186,177	April and Oct.	Apr. '65.	5
Guardian.....	100	300,000	173,318	Jan. and July.	July '66.3%	
Hamilton.....	15	150,000	167,890	do	July '66.	4
Hanover.....	50	400,000	430,295	do	July '66.	5
Harmony (F. & M.)†.....	50	300,000	253,214	do	July '66.	5
Hoffman.....	50	200,000	207,345	do	July '66.	5
Home.....	100	2,000,000	2,485,017	do	July '66.	5
Hope.....	50	200,000	152,057	do	July '65.	5
Howard.....	50	300,000	349,521	do	July '66.	6
Humboldt.....	100	200,000	201,216	do	July '65.	5
Import & Traders.....	50	200,000	18,822	do	July '66.	6
Indemnity.....	100	150,000	138,166	Feb. and Aug.	Feb. '65.	6
International.....	100	1,000,000	1,024,762	do	Aug. '66.3%	
Irving.....	25	300,000	195,571	do	Aug. '66.	5
Jefferson.....	30	300,010	245,984	March and Sep.	Sep. '65.	4
King's Co'ty (Br'klyn).....	50	150,000	159,721	Jan. and July.	July '66.	5
Knickerbocker.....	40	250,000	279,864	do	July '65.	5
Lafayette (Br'klyn).....	50	150,000	161,252	do	July '66.	5
Lamar.....	100	300,000	346,426	do	July '66.	4
Lenox.....	25	150,000	129,644	do	July '65.	4
Long Island (Br'klyn).....	50	300,000	269,264	do	July '66.	4
Lordland*.....	25	1,000,000	1,182,779	do	Jan. '66.	5
Manhattan.....	100	500,000	704,393	do	July '66.	5
Market*.....	100	200,000	282,252	do	July '66.	5
Mechan' & Trade.....	25	200,000	197,633	do	July '66.	5
Mechanics (Br'klyn).....	50	150,000	150,125	do	July '66.	5
Mercantile.....	100	200,000	211,178	do	July '66.	4
Mercantile Mut'l†.....	100	640,000	1,322,469	do	July '66.	5
Merchants.....	50	300,000	228,644	do	July '65.10	
Metropolitan *.....	100	1,000,000	1,192,393	do	July '65.	5
Montauk (Br'lyn).....	50	150,000	150,646	do	July '65.	5
Nassau (Br'klyn).....	50	150,000	216,184	do	July '66.	8
National.....	73	200,000	225,518	do	July '66.	6
New Amsterdam.....	25	300,000	311,976	do	July '65.	5
N. Y. Equitable 3 35.....	210,000	244,066	Jan. and July.	July '66.	6	
N. Y. Fire and Mar. 100.....	200,000	222,199	Feb. and Aug.	Aug. '66.	5	
Niagara.....	50	1,000,000	1,175,565	Jan. and July.	July '66.	5
North American*.....	50	300,000	325,489	do	July '66.	5
North River.....	25	350,000	239,729	April and Oct.	Apr. '66.	4
Pacific.....	25	200,000	194,317	do	July '66.	5
Park.....	100	200,000	174,691	do	July '66.	5
Peter Cooper.....	20	150,000	154,206	Feb. and Aug.	Aug. '66.	4
People's.....	20	150,000	154,206	Feb. and Aug.	Aug. '66.	4
Phoenix & Br'klyn.....	50	1,000,000	998,687	Jan. and July.	Jan. '66.	5
Relief.....	50	300,000	188,170	do	July '65.	5
Republic.....	100	300,000	457,252	do	July '66.3%	
Resolute.....	100	200,000	208,909	do	July '66.3%	
Rutgers.....	25	200,000	206,909	Feb. and Aug.	Aug. '66.	5
St. Mark's.....	25	150,000	150,580	do	Aug. '66.	5
St. Nicholas.....	25	150,000	138,902	Jan. and July.	Aug. '66.	5
Security *.....	50	1,000,000	1,277,564	Feb. and Aug.	Feb. '66.3%	
Standard.....	50	300,000	230,903	Jan. and July.	July '66.	5
Star.....	100	200,000	217,843	do	July '66.	5
Sterling *.....	100	200,000	177,915	do	July '66.	5
Stuyvesant.....	25	200,000	208,049	Feb. and Aug.	Feb. '66.	4
Tradesmen's.....	25	150,000	142,830	Jan. and July.	July '66.	5
United States.....	25	250,000	350,412	do	Aug. '66.	5
Washington.....	50	400,000	569,623	Feb. and Aug.	Aug. '66.	5
Washington *.....	100	287,400	581,689	Feb. and Aug.	Aug. '66.	2
Williamsburg City.....	50	150,000	151,539	Jan. and July.	July '66.	5
Yonkers & N. Y. 100.....	500,000	550,301	do	July '66.	5	

## MARINE MUTUAL INSURANCE SCRIP.

COMPANIES.	Bid.	Ask ed.	COMPANIES.	Bid.	Ask ed.	COMPANIES.	Bid.	Ask ed.
Atlantic 1864.....			Mercantile 1864.....			Pacific 1863.....		
do 1865.....			do 1865.....			do 1864.....		
do 1866.....			do 1866.....			do 1865.....		
Commer. 1860.....			N. Y. Mut. 1860.....			do 1866.....		
do 1861.....			do 1861.....			do 1867.....		
do 1862.....			do 1862.....			do 1868.....		
do 1863.....			do 1863.....			do 1869.....		
do 1864.....			do 1864.....			do 1870.....		
do 1865.....			do 1865.....			do 1871.....		
do 1866.....			do 1866.....			do 1872.....		
do 1867.....			do 1867.....			do 1873.....		
do 1868.....			do 1868.....			do 1874.....		
do 1869.....			do 1869.....			do 1875.....		
do 1870.....			do 1870.....			do 1876.....		
do 1871.....			do 1871.....			do 1877.....		
do 1872.....			do 1872.....			do 1878.....		
do 1873.....			do 1873.....			do 1879.....		
do 1874.....			do 1874.....			do 1880.....		
do 1875.....			do 1875.....			do 1881.....		
do 1876.....			do 1876.....			do 1882.....		
do 1877.....			do 1877.....			do 1883.....		
do 1878.....			do 1878.....			do 1884.....		
do 1879.....			do 1879.....			do 1885.....		
do 1880.....			do 1880.....			do 1886.....		
do 1881.....			do 1881.....			do 1887.....		
do 1882.....			do 1882.....			do 1888.....		
do 1883.....			do 1883.....			do 1889.....		
do 1884.....			do 1884.....			do 1890.....		
do 1885.....			do 1885.....			do 1891.....		
do 1886.....			do 1886.....			do 1892.....		
do 1887.....			do 1887.....			do 1893.....		
do 1888.....			do 1888.....			do 1894.....		
do 1889.....			do 1889.....			do 1895.....		
do 1890.....			do 1890.....			do 1896.....		
do 1891.....			do 1891.....			do 1897.....		
do 1892.....			do 1892.....			do 1898.....		
do 1893.....			do 1893.....			do 1899.....		
do 1894.....			do 1894.....			do 1900.....		

## PETROLEUM STOCK LIST.

COMPANIES.	Bid.	Ask ed.	COMPANIES.	Bid.	Ask ed.
Adamantine Oil..... par 10			McClintockville..... par 10		
Allegheny..... 100			McElhenry..... 10		
Allen Wright..... 10			McKinley..... 5		
Bainbridge..... 10			Manhattan..... 2		
Beekman..... 10			Maple Grove..... 5		
Bemis Heights..... 5	3 00		Maple Shade of N. Y. 10		
Bennhoff & Pithole..... 2			Marietta..... 10		
Bennhoff Run..... 10	6 90	7 10	Mercantile..... 5		
Bennhoff Run Oil..... 5			Mineral Point..... 5		
Bergen Coal and Oil..... 10	35	40	Mingo..... 10		
Black Creek..... 10			Monongahela & Kan..... 10		
Bliven..... 10			Montana..... 5		
Blood Farm..... 20			Mount Vernon..... 3		
Bradley Oil..... 5			National..... 5	4 00	
Enterprise..... 10			New England..... 10		
Brooklyn..... 5	20		New York..... 5		
Buchanan Farm..... 10	20		N. Y. & Allegheny..... 5	4 50	
Bunker Hill..... 5			New York & Kent'y Oil..... 100		
Cascade..... 5			New York & Kent'y Pet. 2		
Central..... 100			New York & Newark..... 5		
Cherry Run Oil..... 2			N. Y. & Philadel..... 5		
Cherry Run Petrol'm..... 2			N. Y. Ph. & Balt. Cons. 1	12	15
Cherry Run special..... 5	25		Noble & Delanter..... 5		
Clifton..... 10			Noble Well of N. Y. 25		
Clifton..... 10			North American..... 10		
Columbia (Pb'g)..... 50			Northern Light..... 10		
Commercial..... 100			Oak Shade..... 10		
Commonwealth..... 10			Oceanic..... 100		12
Consolidated of N. Y. 10			Oil City Petroleum..... 10		
De Kalb..... 1			Oil Creek of N. Y. 20	10	
Devon..... 1			Pacific..... 10		
Electric..... 1			Palmer Petroleum..... 10		
Emp' City Petrol'm..... 5			Pennsylvania Oil..... 10		
Empire and Pit Hole..... 2			Pepper Well Petroleum..... 5		
Ennis-killen..... 10			Petroleum Consol..... 5		
Enterprise..... 5			Pit Hole C. No. 2..... 2 1/2		
Equitable..... 5			Pit Hole Creek..... 1 70	2 10	
Everett..... 10			Pithole Farms..... 5		
Eureka..... 5			President..... 5		
Excelsior..... 5	25		Rathbone Oil Tract..... 5		
Fee Simple..... 2			Rawson Farm..... 5		
First National..... 5	8	10	Revenue..... 50		
Forest City..... 1			Rynd Farm..... 10	27	35
Fountain..... 10			Second National..... 10		
Fountain Petroleum..... 5			Shade River..... 5	21	28
Fulton Oil..... 10			Sherman & Barnsdale..... 2 1/2		
Germania..... 5			Sherman Oil..... 10		
Great Republic..... 10			Southard..... 10		
G't Western Consol..... 100			Standard Petroleum..... 5		
Guild Farm..... 10			Story & McClintock..... 10		
Hamilton McClintock..... 20			Success..... 10		
Hammond..... 30			Sugar Creek..... 5		
Hard Pan..... 10			Tack Petrol'm of N. Y. 10		
Hedrick..... 10	20		Talman..... 10		
Hedrick Brothers..... 10			Tarr Farm..... 10		
Hickory Farm..... 5			Terragenta..... 5		
High Gate..... 1			Titus Oil..... 10		
Home..... 20			Titus Estate..... 3		
Homestead..... 10			Tygart's Creek..... 10		
Inexhaustible..... 10			Union..... 10		
Ireland..... 10			United Petrol'm F'ms..... 10		
Ivanhoe..... 2			United States..... 10	6 90	7 20
Ken. Nat. Pet. & Min..... 5			Venango (N. Y.)..... 10		

# FIRST MORTGAGE BONDS

OF THE

## CENTRAL PACIFIC RAILROAD CO.

OF CALIFORNIA.

Interest at the rate of Six per Cent. per annum, payable Semi-Annually, on the First days of January and July.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, \$7,336,000. In Coupon Bonds of \$1,000 each.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile, is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government.

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the road, together with nearly \$7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st, were as follows, viz.:

May, 1866.....	\$65,115 83
June " .....	67,429 78
July " .....	85,000 00

### IN GOLD.

The earnings are steadily increasing, and are estimated at over \$100,000 in gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward—24 miles additional being nearly ready for the cars—and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho, and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over \$13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over \$1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of \$100,000 per month in Gold, only about twenty-five per cent. of which is required for operating expenses.

The Bonds are offered at 95 per cent. and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks and Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau Street, N. Y.

A B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds,

## United States Treasury,

### INTEREST DEPARTMENT.

NEW YORK, October 9, 1866.

Schedules of (30) Thirty or more (5.20) Coupons falling due on the 1st of November proximo will now be received for examination at the Interest Department of the United States Treasury.

H. H. VAN DYCK.

Assistant Treasurer United States.

OFFICE OF E. S. MUNROE & Co.,  
No. 80 BROADWAY AND No. 5 NEW ST.,  
NEW YORK, SEPT. 24, 1866.

WE OFFER FOR SALE IN SUMS TO suit, Coupon Sixes of 1881, in denominations of \$50 and \$100. Interest payable yearly in gold. Also, same class of bonds in \$500, payable semi-annually Jan. 1 and July 1. These bonds are called the Oregon War Debt, but are precisely of the same rank and tenor as the regular Sixes of 1881, and will be sold on more favorable terms.

OFFICE OF THE PANAMA RAILROAD CO.,  
TONTINE BUILDINGS No. 55 Wall St.,  
NEW YORK, Sept. 24, 1866.

38th DIVIDEND—THE BOARD OF Directors have this day declared a DIVIDEND of FOUR PER CENT. out of the earnings of the road for the three months ending 30th inst., and TWO PER CENT. out of the earnings of steamers, sailing vessels, etc., payable to the stockholders, or their legal representatives, on and after October 5.

Transfer Books will be closed from the evening of the 26th September until the morning of Oct. 8.  
HENRY SMITH, Treasurer.

## City of Keokuk New 8 per cent. Bonds!

20 YEARS TO RUN.

Payable at the Central National Bank in the City of New York.

FULLY SECURED THROUGH PAYMENTS MADE AND COLLATERALS PLACED IN THE HANDS OF

HENRY A. SMYTHE, Trustee.

Total Authorized Issue..... \$300,000

These Bonds are deemed secured beyond any per adventure, and unequalled as a

RELIABLE 8 PER CENT. INVESTMENT.

A limited amount may be had at par only, by applying to the

CENTRAL NATIONAL BANK,  
320 Broadway, New York.

## SEVEN PER CENT. FIRST MORTGAGE BONDS

OF THE

## NORTH MISSOURI RAILROAD COMPANY.

We offer for sale the Seven Per Cent. First Mortgage Bonds of the North Missouri Railroad Company, having thirty years to run. Coupons payable in New York on January 1 and July 1, in each year.

Before accepting the agency for sale of these bonds, we made careful inquiry into the condition and prospects of the road, which was examined by Mr. Wm. Milnor Roberts and others, on our behalf and their highly satisfactory report enables us to recommend the bonds as first-class securities, and a safe and judicious investment.

The proceeds of these bonds (\$6,000,000 in all) will be used in extending a road, already completed 170 miles into North Missouri, to the Iowa State line, where it is to connect with the railroads of Iowa, and also westward to the junction with the Pacific Railroad (at Leavenworth) and other railroads leading up the Missouri River, so that the mortgage of \$6,000,000 will cover a complete and well-stocked road of 389 miles in length, costing at least \$10,000,000, with a net annual revenue after the first year of over \$1,500,000, or a sum nearly four times beyond the amount needed to pay the interest on these bonds, the income of the road of course increasing every year.

The Railroad connects the great City of St. Louis, with its 200,000 inhabitants, not only with the richest portions of Missouri, but with the States of Kansas and Iowa and the great Pacific Railroads.

The first 500,000 have been sold at 90 cents, and the remainder are now offered at 85 cents. At this rate they yield nearly 8½ per cent. income, and add 30 per cent. to principal at maturity.

Any further inquiries will be answered at our office,

JAY, COOK & CO.,

## Commercial Cards.

**S. H. PEARCE & Co.,**

No. 353 BROADWAY,

Importers of

**EUROPEAN AND CHINA SILKS,**

and Manufacturers of

**SILK AND COTTON HANDKERCHIEFS,****Oiled Silk,****Imitation Oiled Silk.**

Our "Imitation" has a very superior finish, and costs but half as much as real silk, which it equals in appearance and durability.

Agents for the sale of the

**Patent Reversible Paper Collars,**

the most economical collar ever invented.

**E. R. Mudge, Sawyer & Co.**

AGENTS FOR

**WASHINGTON MILLS,****BURLINGTON WOOLEN CO.,****CHICOPEE MANUF. CO.,****VICTORY MANUF. CO.,****MILTON MILLS,**

Will remove about October 1st to new store

**Nos. 43 & 45 WHITE STREET.****Tracy, Irwin & Co.,**

NO. 400 BROADWAY,

**IMPORTERS AND JOBBERS**

OF

**Foreign and Domestic Dry Goods,**

including a superb stock of

**DRESS GOODS,**

AND

**HOSIERY AND WHITE GOODS.****DOUBLEDAY & DWIGHT,**

MANUFACTURERS OF

**Umbrellas & Parasols,**

49 MURRAY ST., NEW YORK.

**Bankers, Merchants,**

And others should send by the

**HARDEN EXPRESS, 65 Broadway,** as they have unsurpassed facilities for the rapid and safe forwarding of **GOLD SILVER, JEWELRY, & MERCHANDISE** of every description. Also for the collection of notes drafts and bills, bills accompanying goods, etc.

**VANDEBURGH, WELLS & CO.,** EAST CORNER FULTON & DUTCH STREETS, (Two blocks from Broadway, N.Y.)

**Types, Presses, Chases, Cases, Imposing Stones and Frames.**

*Lye and Proof Brushes, Rollers, Moulds, Slabs, Composing Sticks, Inks, Mallets, Planers, Quoins, Shaving Sticks, Galleys, Furniture, Stereotype Blocks, Beltoes, Pattern Letters, Metal, Saws, Mire Boxes and Machines, Lead, Rule, Paper and Card Cutters.*

**Eagle and other Cabinets,**

Bodkins, Tweezers, Spatulas, Ink, Slices, Cuts, Borders, Ovals, Circles, Dashes, Leads, Brass Rule, and everything required in Printing Offices, in the shape of First Class Printers' Materials at Regular Makers' Prices.

Orders respectfully solicited by **VANDEBURGH, WELLS & CO.,** 110 Fulton and 16 & 18 Dutch st., New York.

**JOSEPH GILLOTT'S STEEL PENS,** OF THE OLD STANDARD QUALITY.

**JOSEPH GILLOTT,** Or Descriptive TRADE MARK: **GILLOTT,** Name and Design WARRANTED. Rating Number

**NEW SERIES, GOOD AND CHEAP,** from No. 700 to No. 761.

**JOSEPH GILLOTT,** With Designating TRADE MARK: **GILLOTT,** BIRMINGHAM. Numbers.

For sale by

**JOSEPH GILLOTT & SONS,** No. 91 John-st., New York

**HENRY OWEN, Sole Agent.**

## Commercial Cards.

**W. H. Schieffelin & Co.**

SUCCESSORS TO

**SCHIEFFELIN BROTHERS & CO.,**

IMPORTERS AND JOBBERS OF

**DRUGS,**

**INDIGO, CORKS, SPONGES,** FANCY GOODS, PERFUMERY, ETC., ETC., 170 & 172 WILLIAM ST.

NEW YORK.

JOSEPH H. WESTERFIELD, WILLIAM A. GELLATLY,  
WILLIAM H. SCHIEFFELIN, WILLIAM N. CLARK, JR.

**E. S. THACKSTON,****Tobacco, Note and Exchange Broker.**

No. 12 OLD SLIP, COR. WATER ST.  
NEW YORK.

**COTTON DUCK,**

All Widths and Weights,

A LARGE STOCK ALWAYS ON HAND,

**THEODORE POLHEMUS & CO.,**

MANUFACTURERS AND DEALERS.

59 Broad Street, corner of Beaver.

**Henry Lawrence & Sons,**

MANUFACTURERS OF CORDAGE

**FOR EXPORT AND DOMESTIC USE,**

192 FRONT STREET, NEW YORK.

**METALS,****THOS. J. POPE, 92 John Street.**

Anthracite and Charcoal Pig Irons, Ingot Copper, Spelter, Tin, Antimony, &c., Old and New Railroad Iron, Bloom Irons, Car Wheel Pig Irons.

**Railroad Iron,****AMERICAN AND FOREIGN,**

FOR

**Steam and Street Roads,**

FOR SALE BY

**S. W. HOPKINS & Co.,**

69 &amp; 71 Broadway.

**J. A. BOSTWICK,****COMMISSION MERCHANT**

IN

**Cotton, Produce and Provisions,** 40 and 42 BROADWAY and 53 NEW ST., N. Y.

Reference,

TILFORD &amp; BOILEY, Bankers, N. Y.

**A. P. MERRILL, JR.,**

Formerly of Mississippi.

SUCCESSOR TO

**Goodman & Merrill,****GENERAL COMMISSION MERCHANT**

36 NEW STREET & 38 BROAD STREET,  
NEW YORK CITY.

Advances made on consignments of Cotton, Tobacco, and other produce.

Machinery and Agricultural Implements of every description supplied.

Southern Real Estate Bought and Sold on Commission.

REFERENCES:

Messrs. Duncan, Sherman & Co, New York.  
U. A. Murdock, Esq., New York.  
W. R. Dixon, Esq., Pres. Hoff an Ins. Co., N. Y.  
Dr. W. N. Mercer, New Orleans.  
George S. Mandeville, Esq., New Orleans.  
Messrs. Crane, Breed & Co. Cincinnati.  
H. B. Plant, Esq., Augusta, Ga.  
Geo. S. Cameron, Esq., South Carolina.  
Hon. W. B. Ogden, Chicago.  
Ogden, Fleetwood & C., Chicago.  
D. B. Molloy, Esq., Memphis.  
Messrs. Porter, Fairfax & Co., Louisville, Ky.  
Francis Sargent, Esq., Natchez, Miss.  
H. B. Plant, Esq., Augusta, Ga.  
E. M. Milton Brown, Mobile.  
W. Mead Addison, Esq., Baltimore.

A. P. MERRILL, JR.,

36 New Street, New York City.

## Commercial Cards.

**J. M. CUMMINGS & Co.,****DISTILLERS**

AND

**Commission Merchants,**

58 BROAD STREET, NEW YORK,

Offer for sale, IN BOND, fine BOURBON and RYE WHISKIES, from their own and other first-class Distilleries, Kentucky.

**Jeremiah M. Wardwell,**

(of the late firm of Neilson Wardwell &amp; Co.)

**Importer and Dealer in Hardware, and Commission Merchant,** 45 CLIFF STREET, NEW YORK.

All orders entrusted to him will receive prompt attention. Consignments of Cotton, Wool, Hides, &c., solicited. Best of references given if required.

**MARSH GLENN,****ATTORNEY AND COUNSELLOR AT LAW.****Strand Street, Galveston, Texas,**

Is prepared to attend to, and collect PROMPTLY, all Claims or other business committed to his charge in Middle or Southern Texas.

REFERENCES:

J. M. Wardwell, }  
Burtis, French & Woodward, } New York City.  
J. H. Brower & Co., }  
H. B. Clifford, } New Orleans, La.  
Campbell & Strong, }  
Hon. J. H. Reagan, Palestine, Texas.  
Judge G. F. More, Austin, Texas.  
T. H. McMahon & Gilbert, } Galveston, Texas.  
J. S. Sellers & Co., }  
J. W. & T. P. Gilliam, Houston, Texas.

**ST. GERMAIN STUDY AND OFFICE****Lamp,**

PATENTED MARCH, 1863, BY C. A. KLEEMAN  
FOR SALE BY

**C. F. A. HINRICHS, 150 Broadway,** Sole Agents for the United States, Cuba, West Indies, Canada, and all of North and South America.

These Lamps burn Kerosene, and give a very superior steady light, without smoke or smell, are economical in burning, easily managed and kept clean, and pronounced by highest authority safe against explosion.

**ALBERT H. NICOLAY,****STOCK AUCTIONEER,****BANKER & BROKER,**

NO. 43 PINE STREET, NEW YORK,

(Established 15 years.)

Government Securities, Gold, City, County and State Bonds, Insurance, Bank, Railroad, Gas-light, Telegraph, Express, Mining and Petroleum Stocks and Bonds, &c., &c., bought and sold at all the Stock Boards, at Private Sale and Public Auction, on commission.

A large variety of Securities, always on hand for sale, at the lowest rates for Investments.

**Files of this Paper Bound to Order.**

BLANK BOOKS.

STATIONERY.

ENGRAVING.

PRINTING, &amp;c., &amp;c

**COOPER & SHERIDAN,**

26 EXCHANGE PLACE,  
Corner of William St

**YOUR CUSTOM SOLICITED BY****Francis & Loutrel,**

STATIONERS, PRINTERS AND BLANK-BOOK MANUFACTURERS.

45 Maiden Lane, New York.

We supply everything in our line for Business, Professional and Private use, at Low Prices. Orders receive prompt attention.

**OFFICE OF THE CHICAGO AND****GREAT EASTERN RAILWAY COMPANY, No. 37****WILLIAM STREET, NEW YORK, September 25,****1866.**—The Interest Coupons of the First Mortgage

Bonds of this Company due October 1, will be paid

on and after that date (less government tax), upon

presentation at the office of the Company in this

city, **H. MORAN, Treasurer,**

## Steamship and Express Co's.

PACIFIC MAIL STEAMSHIP COMPANY'S  
THROUGH LINE  
To CALIFORNIA,

 And Carrying the United States Mail.  
LEAVE PIER NO. 42 NORTH RIVER, FOOT of Canal street, at 12 o'clock noon, on the 1st, 11th, and 21st of every month (except when those dates fall on Sunday, and then on the preceding Saturday), for ASPINWALL, connecting via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

## SEPTEMBER:

1st—ARIZONA, connecting with GOLDEN CITY.  
11th—HENRY CHAUNCEY, connecting with ST. LOUIS.  
21st—NEW YORK, connecting with SACRAMENTO.


Departures of 1st and 21st connect at Panama with steamers for South Pacific ports; 1st and 11th for Central American Ports. Those of 1st touch at Manzanillo.

Baggage checked through. One hundred pounds allowed each adult. An experienced Surgeon on board. Medicines and attendance free.

For passage tickets or further information, apply at the Company's ticket office, on the wharf, foot of Canal street, North River, New York.

F. W. G. BELLows, Agent.

THE UNITED STATES & BRAZIL  
Mail Steamship Comp'y,

 Under contract with the governments of the UNITED STATES AND BRAZIL For the carriage of the Mails, will despatch one of their

NEW FIRST-CLASS STEAMSHIPS, each over 2,000 tons burden, ON THE 2ND OF EACH MONTH commencing in JULY, FROM THE PORT OF NEW YORK,

For the following named ports, at the following rates of passage, payable in coin:

New-York to St. Thomas	First Cabin, \$30
New-York to Para.	" \$150
New-York to Pernambuco	" \$170
New-York to Bahia	" \$180
New-York to Rio de Janeiro	" \$200

Steerage at half these rates, meals included. An experienced Surgeon is attached to each vessel. For further information, freight or passage, Apply to

GARRISON & ALLEN, Agents, No. 5 Bowling Green. The elegant sidewheel steamship "North America," L. F. Timmerman, commander, will sail Saturday, July 21, punctually at 3 o'clock P.M. from Pier 43 N.R. GARRISON & ALLEN, No. 5 Bowling Green

PANAMA, NEW-ZEALAND AND AUSTRALIAN  
ROYAL MAIL COMPANY.

OPENING OF STEAM COMMUNICATION BETWEEN NEW YORK AND AUSTRALASIA VIA PANAMA.

The service of the above Company will be commenced from Panama to Wellington, New-Zealand, on the 24th June, by the Steamship KAKAIA, followed by the KAIKOURA on the 24th July.

Passengers and goods will be forwarded from Wellington to Auckland, Otago, Nelson, Canterbury, Sydney, Melbourne, and other parts of New-Zealand and Australia, by the Company's Inter-Colonial steamers.

Arrangements are in progress for the conveyance of passengers and goods from New York, at through fares and rates to all the principal ports in the Australasian Colonies.

The opening voyages of the Company's ships, in conjunction with those of the Pacific Mail Steamship Company, will be as follows:

## OUTWARD.

From New York, June 11.

From Panama, June 24.

From Wellington, N. Z., July 21.

Arriving at Sydney July 29.

## TIME.

From New York to Wellington, 40 days.

From Panama to Wellington, 28 days.

To Sydney or Melbourne, 8 days additional.

## HOMEWARD.

From Sydney, 31st May or June 1.

From Wellington, N. Z., June 8.

From Colon, (Aspinwall) July 12.

Arriving at New York July 20.

## TIME.

Wellington to New York, 42 days.

Wellington to Panama, 28 days.

From Sydney or Melbourne, 8 days additional.

The service will be continued monthly in union with the foregoing dates.

Particulars of fares and freight on application to Pacific Mail Steamship Company, Office No. 59 Wall St., New York, or

CHAS. W. WEST, Agent, No. 33 William St., New York.  
WM. G. SEALY, Agent, Panama.  
New York, May 29, 1866.

OFFICE OF THE CHICAGO AND ALTON RR. CO.,  
CHICAGO, Ill., Sept. 20, 1866.  
**COUPONS OF INCOME BONDS OF THE CHICAGO AND ALTON RAILROAD COMPANY, DUE OCT. 1, 1866, will be paid on and after that date, at the office of Messrs. M. K. JESSUP & CO., No. 84 Broadway, less government tax.**  
W. M. LARRABEE, Treasurer.

## Miscellaneous.

NATIONAL STEAM  
NAVIGATION CO.  
(LIMITED.)

## STEAMERS WEEKLY TO LIVERPOOL, CALLING AT QUEENSTOWN.

Leaving Pier No. 47, North River, as follows:

SCOTLAND	Sails Saturday, Sept. 22
ENGLAND	" Saturday, Sept. 29
ERIN	" Saturday, Oct. 6
HELVETIA (Ogilvie)	" Saturday, Oct. 13

Cabin passage, \$100; Steerage, \$30. Steerage passage tickets, to bring parties from Liverpool or Queenstown, for \$35 in currency.

Through passage to Paris, Antwerp, Hamburg, Bremen, &c., at low rates.

Drafts issued for any amount, payable at any Bank in Great Britain or on the Continent.

For Freight and Cabin Passage apply at THE OFFICE OF THE COMPANY, 57 BROADWAY.

And for Steerage Tickets, at the Passage Office of the Company, 27 Broadway, and 275 Pearl street, near Fulton.

F. W. J. HURST, Manager.

## Bank Statements.

## STATEMENT

SHOWING THE CONDITION OF THE

## NINTH NATIONAL BANK,

OF THE CITY OF NEW YORK,

NO. 363 BROADWAY.

On Monday Morning, October 1, 1866.

## RESOURCES.

Loans and Discounts	\$5,171,962 68
Government Securities	1,751,363 60
Furniture and Fixtures	13,000 00
Taxes paid	30,322 24
Specie and Legal Tender Notes	2,767,036 31
Cash Items and Exchanges	718,535 69
Due from Banks and Bankers	1,206,864 60
Contingent Expenses	66,391 28

\$11,645,476 35

## LIABILITIES.

Capital Stock	\$1,000,000 00
Surplus Profits	315,846 10
Dividends Unpaid	2,490 00
Circulation	946,588 00
Deposits	9,381,555 25

\$11,645,476 35

JOSEPH U. ORVIS, President.

JOHN T. HILL, Cashier.

**QUARTERLY REPORT OF THE CONDITION OF "THE METROPOLITAN NATIONAL BANK IN NEW YORK," on the morning of the first Monday of October, 1866:**

## RESOURCES.

Notes and Bills Discounted	\$7,809,179 55
Indebtedness of Directors	217,473 08
Bonds and Mortgages	50,881 56
New York State Bonds	800,000 00
Banking House	230,000 00
Overdrafts	8,315 22
Due from National Banks	524,517 45
Due from other Banks and Bankers	50,818 81
Current Expenses	24,049 57
U. S. Bonds deposited with U. S. Treasurer to secure Circulating Notes	1,350,000 00
Cash on hand in Circulating Notes of other National Banks	7,850 00
Cash on hand in Circulating Notes of State Banks	87,613 26
Specie	18,732 00
Legal Tender Notes	2,786,000 00
Fractional Currency	1,150 00
Cash Items (including Rev. Stamps)	99,754 34

\$14,016,396 44

## LIABILITIES.

Capital Stock paid in	\$4,000,000 00
Surplus Fund	1,410,490 63
Circulating Notes received from Comptroller	\$1,197,500 00
Less amount on hand	80,000 00
Amount outstanding	1,117,500 00
Individual Deposits	4,123,130 04
Due National Banks	2,463,312 24
Due to other Banks and Bankers	694,276 54
State Bank Circulation outstanding	27,500 00
Discount	145,976 11
Exchanges	319 81
Interest	7,601 50
Profit and Loss	10,073 51
Dividends unpaid	16,716 00

\$14,016,396 44

State of New York, County of New York: I, GEORGE I. SENEY, Cashier of the METROPOLITAN NATIONAL BANK, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

Sworn to, and subscribed before me this 5th day of October, 1866.

ROBERT OWEN, Notary Public.

## Bank Statements.

**QUARTERLY REPORT.**—STATEMENT showing the true condition of the Bank of America, an associated bank, on the morning of Saturday, the 29th day of September, 1866:

## RESOURCES.

Loans and Discounts, except to Directors and brokers	\$5,741,608 02
All sums due from Director of this Bank	577,300 00
Total of Loans and Discounts	\$6,348,908 02
Stocks, (U. States, &c.)	\$3,105,000 00
Promissory and U. S. 7 3-10 Notes and Indebtedness Certificates	450,000 00—3,565,000 00
Real Estate	150,000 00
Loss and expense account	135,578 58
Overdrafts	36 72
Specie	567,506 45
Cash Items (say checks in exchange &c.)	1,997,423 73
United States Legal Tender Notes	\$2,64,400 00
Bills of Solvent Banks and United States	6,029 89—2,870,429 89
Due from Banks, viz: from Solvent Banks on demand	434,521 90

\$16,150,096 78

## LIABILITIES.

Capital	3,000,000 00
Profits	1,348,973 54
Due Depositors on demand	7,362,439 62
Dividends, &c.	89,401 76
Due Banks on demand	4,446,575 86
Circulation Registered	\$5,165 00
Less Notes on hand	2,435 00—2,710 00

\$16,150,096 78

State of New York, City and County of New York, ss.—J. PUNNETT, President, and WM. L. JENKINS, Cashier of the above-named bank, an associated bank, located and doing business at the city of New York, in said county, being duly and severally affirmed, each for himself, saith, that the foregoing is, in all respects, a true statement of the condition of the said bank before the transaction of any business on the morning of Saturday, the twenty-ninth day of September, one thousand eight hundred and sixty-six, in respect to each and every of the items and particulars above specified, according to the best of his knowledge and belief; and that the business of the said bank has been and is transacted at the location aforesaid.

J. PUNNETT, President.

W. L. JENKINS, Cashier.

Severally subscribed and affirmed by both deponents, the 5th of October, 1866.

FREDERIC BULL,

Notary Public.

**QUARTERLY REPORT OF THE CONDITION OF THE NATIONAL BANK OF THE COMMONWEALTH, in the City of New York, in the State of New York, on the morning of the first Monday of October, 1866.**

## RESOURCES.

Notes and Bills discounted	\$1,867,090 76
Indebtedness of directors	184,067 21—\$2,081,147 97
Overdrafts	5,053 34
Banking-house	188,579 06
Current expenses	\$10,637 21
Premiums	31,480 01—42,117 22
Cash Items (including Rev. Stamps)	736,427 91
Due from National Banks	246,270 92
Due from other banks and bankers	4,964 98
U. S. bonds deposited with U. S. Treasurer to secure circulating notes	250,000 00
U. S. bonds deposited with U. S. Treasurer to secure deposits	200,000 00
U. S. bonds and securities on hand	296,950 00
Cash on hand in circulating notes of other Nat. Banks	\$12,309 00
Cash on hand in circulating notes of State Banks	4,592 00—17,401 00
Specie	43,285 46
Fractional currency	674 80
Legal tender notes	1,275,747 00
Compound interest notes	66,140 00

\$5,425,181 56

## LIABILITIES.

Capital stock paid in	\$750,000 00
Surplus funds	12,185 38
Circulating notes received from Comptroller	\$300,000 00
Amount outstanding	300,000 00
Individual deposits	3,234,625 89
United States deposits	230,007 55
Deposits of U. S. disbursing officers	4,270 03
Due National Banks	582,521 74
Due to other banks and bankers	302,378 57
State Bank circulation outstanding	12,927 00
Discount	\$16,286 70
Exchange	1,454 91
Interest	12,784 42
Profit and Loss	77,643 37—108,169 40

\$5,425,181 56

I, GEORGE ELLIS, Cashier of the NATIONAL BANK OF THE COMMONWEALTH in the City of New York, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

GEORGE ELLIS, Cashier.

State of New York, County of New York: Sworn to and subscribed before me this Fourth day of October, 1866.

R. M. HEDDEN, Notary Public.

## Insurance.

## The Mutual Life Insurance

## COMPANY OF NEW YORK.

CASH ASSETS, Sept. 1st, 1865, OVER \$13,500,000 00  
 FREDERICK S. WINSTON, President.  
 R. A. McCURDY, Vice-President.  
 Secretaries, ISAAC ABBATT,  
 THEO. W. MORRIS.  
 Actuary, SHEPPARD HOBANS.

## Marine &amp; Fire Insurance.

METROPOLITAN INSURANCE CO.,  
NO. 108 BROADWAY, NEW YORK.

Cash Capital, 1865, over \$1,000,000  
 Assets Nov. 1, 1865, over 1,600,000

This Company insures at customary rates of premium against all Marine and Inland Navigation Risks on Cargo or Freight; also against loss or damage by Fire.

If Premiums are paid in Gold, Losses will be paid in Gold.  
 The Assured receive twenty-five per cent of the net profits, without incurring any liability, or, in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.  
 Scrip Dividend declared Jan. 10, 1865,  
 FIFTY PER CENT.

JAMES LORIMER GRAHAM, President,  
 ROBERT M. C. GRAHAM, Vice President,  
 JAMES LORIMER GRAHAM, Jr., 2d V. P.  
 HENRY H. PORTER, Secretary.

## Sun Mutual Insurance

## COMPANY.

(INSURANCE BUILDINGS.)

49 WALL STREET.

ASSETS, Dec. 31, 1865 - - \$2,716,424 32

DIVIDEND THIRTY PER CENT.

This Company insures against Marine Risks on Vessels, Freight, and Cargo; also, against Inland Navigation Risks.

Premiums paid in gold will be entitled to a return premium in gold.

MOSES H. GRINNELL, Pres't.

EDWARD P. ANTHONY, Vice-Pres't

ISAAC H. WALKER, Sec'y.

## The Mercantile Mutual

## INSURANCE COMPANY.

OFFICE No. 35 WALL STREET, NEW YORK.

Assets, Jan. 1st, 1866, \$1,366,699

ORGANIZED APRIL, 1844.

The Company has paid to its Customers, up to the present time, Losses amounting to over

EIGHTEEN MILLIONS OF DOLLARS.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, have amounted in the aggregate to

One Hundred and Twenty-one and a half per cent.

Instead of issuing a scrip dividend to dealers, based on the principle that all classes of risks are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year, will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, on the most favorable terms, including Risks on Merchandise of all kinds, Hulls, and Freight.  
 Policies issued making loss payable in Gold or Currency, at the Office in New York, or in Sterling, at the Office of Rathbone, Bros. & Co., in Liverpool.

## TRUSTEES.

Joseph Walker, Aaron L. Reid,  
 James Freeland, Ellwood Walter,  
 Samuel Willets, D. Colden Murray,  
 Robert L. Taylor, E. Haydock White,  
 William T. Frost, N. L. McCready,  
 William Watt, Daniel T. Willets,  
 Henry Eyre, L. Edgerton,  
 Cornelius Grinnell, Henry R. Knhardt,  
 E. E. Morgan, John S. Williams,  
 Her. A. Schleicher, William Nelson, Jr.,  
 Joseph Slagg, Charles Dimon,  
 Jas. D. Fish, A. William Heye,  
 Geo. W. Hennings, Harold Dolmer,  
 Francis Hathaway, Paul N. Spofford,  
 ELLWOOD WALTER, President  
 CLAS. NEWCOMB, Vice-Pres't  
 C. J. DEMPARD, retary.

## Insurance.

## Queen Fire Ins. Comp'y

OF LIVERPOOL AND LONDON.

Authorized Capital - £2,000,000 Stg.  
 Subscribed Capital - £1,885,220 Stg.  
 Paid up Capital &  
 Surplus - - - - - \$1,392,115

Special Fund of \$300,000, deposited in the Insurance Department at Albany.

United States Branch No. 117 Broadway, N. Y.

GEORGE ADLARD, Manager.

WILLIAM H. ROSS, Secretary.

## Hanover Fire Insurance

## COMPANY,

No. 45 WALL STREET.

JANUARY 1st 1866.

Cash capital, \$400,000 00  
 Surplus, 156,303 98  
 Gross Assets, \$556,303 98  
 Total Liabilities, 24,550 00

BENJ. S. WALCOTT, President.

J. REMSEN LANE, Secretary.

## Niagara Fire Insurance

## COMPANY.

NO. 12 WALL STREET.

CASH CAPITAL, \$1,000,000  
 SURPLUS, JANUARY 1st, 1865, 270,353

Losses equitably adjusted and promptly paid.  
 Chartered 1850. Cash Dividends paid in 15 years,  
 253 per cent.

JONATHAN D. STEELE, President.

P. NOTMAN, Secretary.

## GERMANIA FIRE INS. CO.,

NO. 175 BROADWAY, N.

CASH CAPITAL, \$500,000 0

SURPLUS, Jan. 1st, 1866, 205,989 83

TOTAL ASSETS, \$705,989 83

RUDOLPH GARRIGUE, President.

JOHN E. KAHL, Secretary.

## H O P E

## FIRE INSURANCE COMPANY,

OFFICE, NO. 92 BROADWAY.

Cash Capital - - - - - \$200,000 00  
 Assets, March 9, 1866 - - 252,559 22  
 Total Liabilities - - - - - 26,850 00  
 Losses Paid 1. 1865 - - - 201,588 14

This Company insures against Loss or Damage by Fire on as favorable terms as any other responsible Company.

ONLY FIRST CLASS RISKS SOLICITED.

## Board of Directors:

HENRY M. TABER, THOS. P. CUMMINGS,  
 JOSEPH FOULKE, ROBERT SCHELL,  
 STEPH. CAMBRELENG, WILLIAM H. TERRY,  
 THEODORE W. RILEY, FRED. SCHUCHARDT,  
 JACOB REESE, JOSEPH GRAFTON,  
 JNO. W. MERSEREAU, L. B. WARD,  
 D. LYDIG SUYDAM, JOSEPH BRITTON,  
 WILLIAM REMSEN, AMOS ROBBINS,  
 HENRY S. LEVERICH.

JACOB REESE, President.

CHAS. D. HARTSHORNE, Secretary.

## Miscellaneous.

OFFICE OF THE ST. LOUIS, JACKSONVILLE  
 AND CHICAGO RAILROAD CO.  
 JACKSONVILLE, Ill., Sept. 20, 1866.

COUPONS OF THE ST. LOUIS, JACKSONVILLE AND CHICAGO RAILROAD COMPANY, 1st mortgage bonds due Oct. 1, 1866, will be paid on and after that day, at the office of Messrs. M. K. JE-SUP & CO., No. 84 Broadway, free of government tax.

D. B. HOWARD, Treasurer.

UNITED STATES PETROLEUM COMPANY,  
 No. 38 Pine street.  
 New York, Sep. 19, 1866.

NOTICE.—The Trustees of the UNITED STATES PETROLEUM COMPANY have this day declared a Dividend of Three Per Cent. for the month of September, inst., payable on and Monday, October 1. The Transfer-books will be close on Tuesday, the 25th inst., and re-opened on Tuesday, October 2. By order,  
 P. G. FENNING, Secretary.

## Insurance.

OFFICE OF

## The Atlantic Mutual

## INSURANCE COMPANY.

NEW YORK, JANUARY 27th, 1866,

The Trustees, in Conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1865.

Premiums received on Marine Risks,  
 from 1st January, 1865, to 31st December, 1865, \$6,983,146 80  
 Premiums on Policies not marked off  
 1st January, 1865, 2,019,324 73

Total amount of Marine Premiums, \$8,962,471 53

No Policies have been issued upon Life Risks; nor upon Fire Risks disconnected with Marine Risks.

Premiums marked off from 1st January, 1865 to 31st December, 1865, \$6,764,146 88

Losses paid during the same period, \$3,659,178 45

Returns of Premiums and Expenses, \$992,341 44

The Company has the following Assets, viz.:

United States and State of New York Stock, City, Bank and other Stocks, \$4,828,585 03

Loans secured by Stocks, and otherwise, 3,330,350 00

Real Estate and Bonds and Mortgages, 221,260 00

Dividends on Stocks, Interest on Bonds and Mortgages and other Loans, sundry notes, re-insurance and other claims due the Company, 144,964 48

Premium Notes and Bills Receivable, 3,283,801 96

Cash in Bank, Coin, 80,462 00

do do U. S. Treasury Note Currency, 310,551 78

Total Amount of Assets, \$12,199,975 17

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday the Sixth of February next.

Fifty per cent of the outstanding certificates of the issue of 1864, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the Sixth of February next, from which date interest on the amount, so redeemable, will cease. The certificates to be produced at the time of payment, and cancelled to the extent paid.

A dividend of Thirty-five Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1865,

for which certificates will be issued on and after Tuesday the Third of April next.

By order of the Board,

J. H. CHAPMAN,  
Secretary.

## TRUSTEES:

John D. Jones, Wm. Sturgis,  
 Charles Dennis, Henry K. Bogert  
 W. H. H. Moore, Joshua J. Henry,  
 Henry Colt, Dennis Perkins,  
 Wm. C. Pickersgill, Joseph Gaillard, Jr.  
 Lewis Curtis, J. Henry Burgoyne,  
 Charles H. Russell, Cornelius Grinnell,  
 Lowell Holbrook, C. A. Hand,  
 R. Warren Weston, B. J. Howland,  
 Royal Phelps, Benj. Babcock,  
 Caleb Barstow, Fletcher Westray,  
 A. P. Pillot, Robt. B. Minturn, Jr.  
 William E. Dodge, Gordon W. Burnham,  
 Geo. G. Hobson, Frederick Chauncey,  
 David Lane, James Low,  
 James Bryce, George S. Stephenson,  
 Leroy M. Wiley, William H. Webb,  
 Daniel S. Miller.

JOHN D. JONES, President,  
 CHARLES DENNIS, Vice-President  
 W. H. H. MOORE, 2d Vice-Pres't,  
 J. D. HEWLETT, 3d Vice-Pres't.

**Miscellaneous.**

OFFICE OF L. P. MORTON & CO.,  
BANKERS, 30 BROAD ST., EET,  
NEW YORK, Oct. 11, 1866.

**WANTED.**

Dubuque and Sioux City R. R. Preferred  
and Common Stock and Scrip.

L. P. MORTON & CO.

**MANHATTAN COMPANY.**

**STATEMENT OF THE MANHATTAN COMPANY,** of the City of New York, of the average daily balance of the following accounts, for the week ending Saturday morning, the 6th day of October, 1866:

Average amount of Loans and Dis-	\$6,431,116 66
counts	
Average amount of Specie	343,254 02
Average amount of Circulation	12,811 23
Average amount of Deposits	7,963,001 90

City and County of New York, ss: I, JOHN S. HABERGER, Cashier of the MANHATTAN COMPANY, of the City of New York, being duly sworn, depose and say that the above statement is correct, to the best of my knowledge and belief.

J. S. HABERGER, Cashier.

sworn before me this Sixth day of October, 1866.  
M. F. READING, Notary Public.

THE  
**Commercial & Financial  
CHRONICLE**

IS:

First—Exclusively devoted to its **Editorial Columns** to the discussion of subjects relating to the interests of **Finance and Commerce**, to the exclusion of **politics and other general topics**.

Second—Furnishes the most accurate information to the **Merchant and Banker** on all matters relating to their occupations—by means of thorough and well prepared reports and full **statistical tables**.

Third—Affords a **weekly record**, of convenient form to be kept on file, and bound at the end of each volume, (half-yearly) and so furnish a **complete history** of Commercial and Financial transactions.

To accomplish these objects THE CHRONICLE is modeled after the well known English paper "The Economist," and is essentially unlike any other paper published in this country.

**CONTENTS.**

1st. **EDITORIAL ARTICLES**—prepared with great care by competent writers, upon subjects relating to **Finance, Commerce**, and other questions of **general interest to business men**.

2d. **LITERATURE**—Notices of new books, 3d. **FOREIGN**—with great pleasure we are able to announce that we have secured the services of one of the editors of the leading London Journal—"The Economist"—who will, in a weekly letter, report the foreign markets specially for THE CHRONICLE, furnishing the freshest and most reliable information with regard to commercial and financial affairs.

4th. **COMMERCIAL & MISCELLANEOUS NEWS**.

5th. **THE BANKERS GAZETTE**—Giving a list of all **Dividends Declared** and **Bonds lost or stolen** for the week; a review of the **Money Market, Stock, Gold, and Foreign Exchange Markets** for the week; **Bank Statements** for the week, with comparative statements; progress and condition of **National Banks, Foreign Banking**, and a **Bank Stock List**.

6th. **A TABLE OF SALE PRICES**, on each day of the week, at the New York Stock Exchange of **Stocks and Securities** sold.

7th. **A TABLE OF NATIONAL, STATE AND CITY SECURITIES**.

8th. **THE COMMERCIAL TIMES**—Containing an epitome of the movements of trade for the week; complete tables of the **Total Receipts of Domestic Produce** for the week and since Jan. 1. Also, of **Exports and Imports** for the week and year of all leading articles of commerce, with a comparative statement of the previous year.

A **special Report on Cotton**, acknowledged to be the best and most complete published in the United States.

A **special Report on Breadstuffs**

A **dry Goods Report**.

9th. **WHOLESALE PRICES CURRENT**, containing full quotations of the prices, on Friday, of all leading articles of Commerce in the New York Market.

10th. **THE RAILWAY MONITOR**.

11th. **A TABLE OF RAILWAY, CANAL AND MISCELLANEOUS BONDS**.

12th. **A TABLE OF RAILWAY, CANAL AND MISCELLANEOUS STOCKS**.

13th. **THE INSURANCE AND MINING JOURNAL**.

TERMS OF SUBSCRIPTIONS PER YEAR, EXCLUSIVE OF POSTAGE:

THE CHRONICLE with DAILY BULLETIN, \$19 00

THE CHRONICLE without do 10 00

THE DAILY BULLETIN, alone 5 00

William B. Dana & Co.,

PUBLISHERS,  
30 William Street, New York

**Bankers and Brokers.**

JAY COOKE,  
WM. G. MOORHEAD,  
H. D. COOKE,

H. C. FARNESTOCK,  
EDWARD DODGE,  
PITT COOKE.

**JAY COOKE & Co.,  
BANKERS.**

In connection with our houses in Philadelphia and Washington we have this day opened an office at No. Nassau, corner of Wall Street, in this city.

Mr. EDWARD DODGE, late of Clark, Dodge & Co., New York, Mr. H. C. FARNESTOCK, of our Washington House, and Mr. PITT COOKE, of Sandusky, Ohio, will be resident partners.

We shall give particular attention to the PURCHASE, SALE, and EXCHANGE of GOVERNMENT SECURITIES of all issues; to orders for purchase and sale of STOCKS, BONDS and GOLD, and to all business of National Banks.

JAY COOKE & CO.

March 1, 1866.

**VERMILYE & Co.,  
BANKERS.**

No. 44 Wall Street, New York.  
Keep constantly on hand for immediate delivery a

issue of

**UNITED STATES STOCKS**

INCLUDING

6 Per Cent Bonds of 1881,

6 Per Cent 5-20 Bonds of 1862,

6 " " " 1864,

6 " " " 1865,

5 Per Cent 10-40 Bonds,

7 3-10 Per Cent Treasury Notes, 1st, 2d, & 3d series

6 Per Cent Currency Certificates.

New York State 7 per cent. Bounty Loan.

LIBERAL ADVANCES MADE ON GOVERNMENT STOCKS TO BANKS AND BANKERS

**Compound Interest Notes of 1864 & 1865 Bought and Sold.**

VERMILYE & CO.

**D. C. & R. H. FISK,  
DEALERS IN U. S. SECURITIES,**

NO. 16 NASSAU STREET,

UNDER THE FOURTH NATIONAL BANK.

**Buy and Sell at Market Rates:**

U. S. 6s of 1881.

U. S. 5-20 Bonds.

U. S. 10-40 Bonds.

U. S. 7-30 Treasury Notes.

U. S. Certificates of Indebtedness.

U. S. Compound Interest Notes.

And all classes of Government Securities.

**JOHN MUNROE & Co.,  
AMERICAN BANKERS,**

NO. 7 RUE SCRIBE, PARIS

AND

NO. 8 WALL STREET, NEW YORK,

Issue Circular Letters of Credit for Travelers in a

parts of Europe, etc., etc. Also, Commercial Credits

**LOCKWOOD & Co.,  
BANKERS,**

NO. 94 BROADWAY AND NO. 6 WALL ST.

**Dealers in Government and other Securities.**

Interest allowed upon deposits of gold and currency

subject to check at sight. Gold loaned to merchants

and bankers upon favorable terms.

**ADAMS, KIMBALL & MOORE,  
BANKERS,**

NO. 14 WALL STREET, NEW YORK.

Buy and Sell at Market Rates Government Securities,

of all issues, and execute orders for the purchase

and sale of STOCKS, BONDS, and GOLD.

Interest allowed on deposits of Gold and Currency,

subject to check at sight.

**C. POWELL, GREEN & CO.**

**Bankers & Commission**

**MERCHANTS,**

38 BROAD STREET, NEW YORK.

*Stocks, Bonds and Governments bought and sold*

*exclusively on Commission.*

**DUNCAN, SHERMAN & Co.,  
BANKERS,**

CORNER OF PINE AND NASSAU STS.,

ISSUE

CIRCULAR NOTES AND CIRCULAR LETTERS

OF CREDIT.

For the use of Travelers abroad and in the United

States, available in all the principal cities of the

world; also,

**COMMERCIAL CREDITS.**

For use in Europe, east of the Cape of Good Hope,

West Indies, South America, and the United States.

**Banks and Bankers.****FOURTH NATIONAL BANK.**

Capital ..... \$5,000,000

NASSAU STREET, N. E. COR. PINE STRE

All the Government Loans for sale.

Collections made for Dealers on best terms.

**Tenth National Bank,**

NO. 240 BROADWAY.

Designated Depository of the Government.

D. L. ROSS, President

J. H. STOUT, Cashier.

**Central National Bank,**

318 BROADWAY.

Capital ..... \$3,000,000.

Has for sale all descriptions of Government Bonds—City and Country accounts received on terms most favorable to our Correspondents.

Collections made in all parts of the United State and Canada.

WILLIAM A. WHEELOCK, President

WILLIAM H. SANFORD, Cashier.

**The Tradesmens**

**NATIONAL BANK.**

391 BROADWAY, NEW YORK.

CAPITAL ..... \$1,000,0

SURPLUS ..... 400,0

RICHARD BERRY, President.

ANTHONY HALSEY, Cashier.

**B. C. MORRIS & SON,**

**STOCK COMMISSION HOUSE,**

NO. 17 WILLIAM STREET.

Government Securities, Railways, Petroleum Mining, Insurance Stocks and Scrip Miscellaneous shares of a descriptions, bought and sold at 1 different Stock Boards.

**Collections made in all the States and**

**Canada.**

For the more thorough protection of all—B Broker and "Principal"—our business will be conducted entirely on the basis of Certified Check; none given or received unless certified.

To more fully enable us to carry out this principle, although starting with a sufficient capital, all passing orders for stocks, of whatever description amount, will be required to cover same with payable amount at time of leaving order. Receiver such deposits given until stocks are delivered.

**No Stocks purchased or sold on**

**"Option."**

Out-of-town orders solicited, and those comply with above requirements will receive special prompt attention.

Quotations can be had daily upon application will be furnished if desired.

**Drake Kleinwort & Cohen**

**LONDON AND LIVERPOOL.**

The subscriber, their representatives and Attorn

in the United States, is prepared to make advan

on shipments to Messrs. Drake, Kleinwort & Coh

London and Liverpool, and to grant mercantile

credits upon them for use in China, the East and

West Indies, South America, &c. Marginal credi

of the London House issued for the same purpose

SIMON DE VISSER,

59 Exchange Place, New York.

**Lawrence**

**Brothers**

**& Co.,**

**BANKERS,**

NO. 16 WALL STREET, N. Y.

GOVERNMENT SECURITIES,

AND OTHER STOCKS, BONDS, &c.,

bought and sold on Commission for CASH ONLY.

Deposits received subject to check at sight, as

with Banks.

DEWITT C. LAWRENCE,

Member New York Stock Exchange.

CYRUS J. LAWRENCE,

JOHN R. COUL,

late Butler, Cecil, Rawson & Co.

WM. A. HALSTED.

## Bankers and Brokers.

## JOHN BRYAN &amp; Co.,

**BANKERS AND BROKERS,**  
NO. 35 BROAD STREET, NEW YORK  
Government Securities, Stocks, Bonds, and Gold  
Bought and Sold on Commission.  
**Orders Promptly Executed.**

**D. C. & R. H. FISK,**  
**DEALERS IN U. S. SECURITIES,**  
NO. 16 NASSAU STREET,  
UNDER THE FOURTH NATIONAL BANK,  
**Buy and Sell at Market Rates:**  
U. S. 6s of 1881.  
U. S. 5-30 Bonds.  
U. S. 10-40 Bonds.  
U. S. 7-30 Treasury Notes.  
U. S. Certificates of Indebtedness.  
U. S. Compound Interest Notes.  
And all classes of Government Securities.

**JOHN MUNROE & Co.,**  
**AMERICAN BANKERS,**  
NO. 7 RUE SCRIBE, PARIS  
AND  
NO. 8 WALL STREET, NEW YORK,  
Issue Circular Letters of Credit for Travelers in a  
parts of Europe, etc., etc. Also, Commercial Credits

**LOCKWOOD & Co.,**  
**BANKERS,**  
No. 94 BROADWAY AND No. 6 WALL ST.  
**Dealers in Government and other Securities.**  
Interest allowed upon deposits of gold and currency  
subject to check at sight. Gold loaned to merchants  
and bankers upon favorable terms.

**C. POWELL, GREEN & CO.**  
**Bankers & Commission**  
**MERCHANTS,**  
38 BROAD STREET, NEW YORK.  
*Stocks, Bonds and Governments bought and sold  
exclusively on Commission.*

**DUNCAN, SHERMAN & Co.,**  
**BANKERS,**  
CORNER OF PINE AND NASSAU STS.,  
ISSUE  
**CIRCULAR NOTES AND CIRCULAR LETTERS  
OF CREDIT.**  
For the use of Travelers abroad and in the United  
States, available in all the principal cities of the  
world; also,  
**COMMERCIAL CREDITS.**  
For use in Europe, east of the Cape of Good Hope,  
West Indies, South America, and the United States.

## Miscellaneous.

OFFICE OF L. P. MORTON & CO.,  
BANKERS, 30 BROAD STREET,  
NEW YORK, Oct. 11, 1866.

## WANTED.

**Dubuque and Sioux City R. R. Preferred  
and Common Stock and Scrip.**  
L. P. MORTON & CO.,

THE FOLLOWING  
**UNITED STATES BONDS**  
HAVE BEEN LOST OR STOLEN, VIZ.:  
Ten 7-30 COUPON BONDS, of \$500 each, dated  
June 15, 1865, numbered  
175,365 175,366 175,367 175,368 136,644  
136,645 136,646 136,647 136,648 136,649  
Five 5-30 COUPON BONDS of \$1,000 each, issue  
of November, 1865, numbered  
33,073 33,074 33,075 33,076 33,077  
All persons are cautioned against negotiating the  
same. Any information of value communicated to  
the undersigned, respecting them, will be properly  
acknowledged and compensated.  
ALEX. T. STEWART & CO.

**THE CENTRAL NATIONAL BANK  
OF THE CITY OF NEW YORK, New York, Oc-  
tober 16, 1866.**—At a meeting of the Board of Direct-  
ors of this Bank, held this day, a dividend of SIX (6)  
PER CENT., free of government tax, was declared  
out of the profits of the last six months, payable on  
and after November 1st. The Transfer Books will  
be closed at 3 P. M. on the 31st inst. and reopened on  
the morning of November 3d.  
WM. A. WHELOCK, President,

**P. P. OLDERSHAW,**  
**ACCOUNTANT,**  
No. 35 Broad Street, New York.  
References given to several of the most prominent  
king Houses of New York City,

## Bankers and Brokers.

**L. P. MORTON & Co.,**  
**BANKERS,**  
**35 WALL STREET,**  
**NEW YORK.**

Are prepared to draw Sterling Bills of  
Exchange, at sight, or sixty days, on the  
**Union Bank of London,**  
in sums to suit purchasers; and also to  
issue Circular Letters of Credit, on this  
Bank, for Travellers' use.

GOVERNMENT SECURITIES, STOCKS AND  
BONDS bought and sold on Commission.  
ORDERS FOR SECURITIES EXECUTED ABROAD  
Interest allowed on Deposits, subject to  
Cheques at sight.  
Prompt attention given to the Collection  
of Dividends, Drafts, &c

**HENRY H. ELLIOTT,**  
69 LIBERTY STREET, NEW YORK,  
**BANKER AND PROCTOR,**  
Will take the Management of Estates for  
**Trust Companies, Executors, Residents  
or Non-residents,**  
AND  
**TRAVELERS,**  
WILL FURNISH

**TRAVELERS' CREDITS.**  
Collect Rents and Incomes, and make advances on  
Rentals, Coupons or other evidences of Income.  
Will Hire and Rent Stores, Houses or other Prop-  
erty. Buy and Sell Real Estate, and make Invest-  
ments in Stocks and Securities.  
REFERENCES: Hon. Samuel R. Betts, U. S. Dis-  
trict Judge; Hon. John A. Dix; Hon. John T. Hoff-  
man, Mayor of New York; Messrs. Spofford, Tils-  
ton & Co., New York; Messrs. Phelps, Dodge &  
Co., New York; The President or Cashier of the  
"Park National Bank" of New York; Messrs.  
Howes & Macy, Bankers, No. 30 Wall street, New  
York.

## Wilson, Callaway &amp; Co.,

**BANKERS AND COMMISSION MERCHANTS,**  
No. 44 Broad Street, N. Y.

Government Securities, Stocks, Bonds, and Gold  
bought and sold on the most liberal terms. Mer-  
chants, bankers, and others allowed 4 per cent. on  
deposits. The most liberal advances made on Cot-  
ton, Tobacco, &c., consigned to ourselves or to our  
correspondents, Messrs. J. K. GILLIAT & CO., or  
COLIN CAMPBELL & SON, of Liverpool.

## Southern Bankers.

**T. H. McMAHAN & Co.**  
**COMMISSION MERCHANTS**  
and Dealers in Domestic and Foreign  
Exchange.

**GALVESTON, TEXAS.**  
Special attention given to Collections of all kinds,  
having prompt and reliable correspondents at all ac-  
cessible points in the State, and  
**REMITTANCES PROMPTLY MADE IN SIGHT  
EXCHANGE AT CURRENT RATES.**

REFER TO  
National Park Bank, Howes & Macy, and Spofford,  
Tilston & Co., New York. Second National  
Bank and J. W. Seaver, Esq., Boston. Drexel &  
Co. and D. S. Stetson & Co., Philadelphia. T. F.  
Thirkield & Co., Cincinnati. Third National Bank  
and Jos. E. Elder & Goodwin, St. Louis. Fowler,  
Stanard & Co., Mobile. Pike, Lapeyre & Bro.,  
New Orleans. Drake, Kleinwo & Cohen, Lon-  
don and Liverpool.

## GEORGE BUTLER,

**BANKER AND COMMISSION MERCHANT,**  
**GALVESTON, TEXAS.**

(Established in 1847.)  
Collections promptly attended to and remitted for  
by Sight Drafts on Messrs. Duncan, Sherman & Co.,  
Bankers, New York.  
References in New York:—Duncan Sherman & Co.;  
I. H. Frothingham, Esq., Pres't. Union Trust Co.;  
Moses Taylor, Esq.; R. H. Lowry, Esq., Pres't.  
Bank of Republic; Henry Swift & Co.; H. B.  
Chaffin & Co.

Office in New York No. 71 Broadway.

## Southern Bankers.

A. G. CATTELL, Pres't. } Capital,  
A. WHILLDIN, V. Pres't. } \$500,000

## The Corn Exchange

**NATIONAL BANK,**  
PHILADELPHIA.  
Attends to business of Banks & Bankers  
on liberal terms.  
**J. W. TORREY, Cashier.**

ROBT H. MAURY, JAS. L. MAURY, ROBT T. BROOKE  
**R. H. MAURY & Co.,**  
**BANKERS AND BROKERS**  
No. 1014 MAIN ST., RICHMOND, VA.  
Sterling Exchange, Gold and Silver, Bank Notes,  
State, City, and Railroad Bonds and Stocks, &c.,  
bought and sold on commission.  
Deposits received and Collections made on  
all accessible points in the United States.  
N. Y. Correspondent, VERMILYE & Co.

FIRST NATIONAL BANK,  
OF RICHMOND, VA.,

Designated Depository and Financial Agent of the  
Government.  
Collections made in this city and all accessible  
points in the South.  
S. A. GLOVER, Cashier. H. G. FANT, President.

## Eastern Bankers.

**Page, Richardson & Co.,**  
114 STATE STREET, BOSTON,  
**BILLS OF EXCHANGE ON LONDON**  
AND  
**JOHN MUNROE & CO., PARIS.**  
ALSO ISSUE  
COMMERCIAL CREDITS for the purchase of Merchan-  
dise in England and the Continent.  
TRAVELLERS' CREDITS for the use of Travellers  
abroad.

**Dupee, Beck & Sayles,**  
**STOCK BROKERS,**  
No. 22 STATE STREET, BOSTON.

JAMES A. DUPEE, JAMES BECK, HENRY SAYLES

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**GILMORE, DUNLAP & Co.,**  
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Dealers in GOLD, SILVER, UNCURREN'T BANK  
NOTES, and all kinds of GOVERNMENT BONDS,  
COLLECTIONS MADE at all accessible points  
and remitted for on day of payment.  
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THEODORE STANWOOD, Cashier.  
**THE FIRST NATIONAL BANK  
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**TESSON, SON & Co.,**  
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(No. 45 Second Street, corner of Pine),  
**ST. LOUIS, MO.,**  
Founded in 1847, under the Style of  
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**FIRST NATIONAL BANK  
Of Denver,**  
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**Authorized Capital - - - \$500,000**  
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Transact a General Banking business corner of  
Blake and E. Sts. **DENVER, COLORADO.**  
**GEO. T. CLARK & CO., BANKERS,**  
CENTRAL CITY, COLORADO.  
The Stockholders of the First National Bank of  
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all Deposits and Business transacted by the House.